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MEMORANDUM

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TRANSONIC LATERAL AND LONGITUDINAL CONTROL CHARACTERISTICS
OF AN F-8 AIRPLANE MODEL EQUIPPED WITH AN OBLIQUE WING

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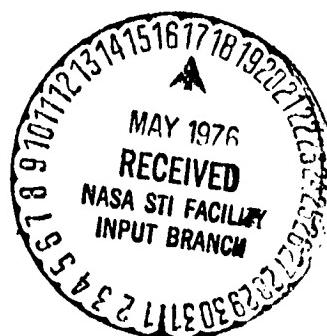
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16. Abstract <p>An experimental investigation was conducted in the Ames 11-Foot Transonic Wind Tunnel to study further the aerodynamic stability and control characteristics of a 0.087-scale model of an F-8 airplane fitted with an oblique wing. The wing had an elliptical planform (axis ratio = 8:1), a maximum thickness of 12 percent, and was tested at three sweep angles, 0°, 45°, and 60°. Six-component force and moment data were measured at zero sideslip for angles of attack between -6° and +16°, with the left and right ailerons deflected one at a time at angles between -14° and +14°. Further tests were made with the horizontal tail deflected -5° and +2.5°. Test Mach numbers ranged from 0.6 to 1.4 at a Reynolds number of $20 \times 10^6/m$.</p>			
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CONTENTS

	Page
SUMMARY	1
INTRODUCTION	1
NOMENCLATURE	2
TEST FACILITY	4
MODEL DESCRIPTION	4
TESTING AND PROCEDURE	5
RESULTS AND DISCUSSION	5
CONCLUDING REMARKS	6
REFERENCES	7
TABLES	
1. MODEL GEOMETRY	8
2. WING DIMENSIONAL DATA	9
3. TEST CONDITIONS	11
4. INDEX OF DATA FIGURES	12
FIGURES	
1. AXIS SYSTEMS	13
2. OBLIQUE-WING F-8 MODEL DETAILS AND PHOTOGRAPH	14
3. DATA	20

TRANSONIC LATERAL AND LONGITUDINAL CONTROL CHARACTERISTICS
OF AN F-8 AIRPLANE MODEL EQUIPPED WITH AN OBLIQUE WING

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SUMMARY

An experimental investigation was conducted in the Ames 11-Foot Transonic Wind Tunnel to study the aerodynamic control and stability characteristics of a 0.087-scale model of an operational F-8 airplane fitted with an oblique wing. An elliptical planform (axis ratio = 8:1) wing with a maximum thickness of 12 percent was tested. All other external geometric features of the model were scaled to the basic full-size airplane with the engine inlet faired closed.

Aileron control power and other forces and moments induced by aileron deflection were obtained for the wing set at sweep angles of 0°, 45°, and 60°. Additional tests were made to obtain the forces and moments induced by deflection of the horizontal tail. Test Mach numbers ranged from 0.6 to 1.4 at a Reynolds number of $20 \times 10^6/\text{m}$ for all Mach numbers except 1.4 which was run at $15 \times 10^6/\text{m}$. Angles of attack ranged from -6° to +16° at zero sideslip.

The model was found to have adequate and predictable aileron roll power for the range of wing sweeps tested. Significant pitching moment and very little yawing moment was induced by aileron deflection. Longitudinal control power was found to be more than adequate for the test configuration.

INTRODUCTION

An experimental investigation was conducted in the Ames 11-Foot Transonic Wind Tunnel as part of a continuing study of the aerodynamic performance and stability characteristics of a 0.087-scale model of an operational F-8 airplane fitted with an oblique wing. In previous investigations (ref. 1), this model was tested with a 10:1 (span-to-chord ratio) and 8:1 elliptic wings with 10- and 12-percent maximum thickness, respectively. Because the 8:1, 12-percent wing had essentially the same maximum trimmed lift-drag ratio as the 10:1, 10-percent wing, it was selected for the present control power investigation.

The present investigation was motivated by questions regarding the available aileron control power of oblique wing aircraft with the wing

yawed at large angles (50° - 60°). Free-flight handling tests on oblique wing models are reported in reference 2, where it is noted that a considerable reduction in roll control was experienced for wing yaw angles greater than 45° . These tests were conducted at low speed and low Reynolds numbers and, therefore, are not necessarily representative of flight-scale characteristics. The present tests were made to obtain oblique-wing control power data and other control-induced forces and moments for a more representative range of Mach and Reynolds numbers. The wing center-section airfoil was the NACA 3612-02,40. All other external geometric features of the model were scaled to the operational airplane except the engine inlet, which was closed with a smooth fairing beginning ahead of the original nose station.

The tests reported herein were made over the Mach number range 0.6 to 1.4 in the unit Reynolds number range of 14.8 to $19.7 \times 10^6/\text{m}$. Six-component force and moment measurements were made on the model in pitch at zero sideslip for various aileron and horizontal tail deflections with the wing yawed 0° , 45° , and 60° . Additional measurements were made on the model in sideslip for two angles of attack typical of cruise flight. These data are not included in this report.

A complete set of the zero sideslip results are provided herein with essentially no analysis.

NOMENCLATURE

The axis systems and sign conventions are shown in figure 1. Lift, drag, and pitching moment are presented in the stability-axis coordinate system, and all other forces and moments are presented in the body-axis coordinate system. Because the data were computer-plotted, the corresponding plot symbol (where used) is given together with the conventional symbol.

<u>Symbol</u>	<u>Plot Symbol</u>	<u>Definition</u>
b		wing span
C_D	CD	drag coefficient, drag/ qS
C_L	CL	lift coefficient, lift/ qS
C_ℓ	CBL	rolling-moment coefficient, rolling moment/ qSb
C_m	CLM	pitching-moment coefficient, pitching moment/ $qS\sqrt{r}$
C_n	CYN	yawing-moment coefficient, yawing moment/ qSb

<u>Symbol</u>	<u>Plot Symbol</u>	<u>Definition</u>
C_y	CY	side-force coefficient, side force/qS
c		wing chord
c_{root}		wing-root chord
H		vertical distance from wing reference plane to wing base line at 0.4c
(L/D)	L/D	lift-drag ratio
M	MACH	free-stream Mach number
q		free-stream dynamic pressure
S		wing area
t		wing thickness
x		Cartesian coordinate
Y-Lo		maximum distance from wing base line to wing lower surface measured perpendicular to the wing baseline
Y-Up		maximum distance from wing baseline to wing upper surface measured perpendicular to the wing baseline
Z-Lo		vertical distance from wing chord to wing lower surface
Z-Up		vertical distance from wing chord to wing upper surface
z		Cartesian coordinate
α	ALPHA	angle of attack
β	BETA	angle of sideslip
ΔC_L	DCBL	incremental rolling moment coefficient
ΔC_m	DCLM	incremental pitching moment coefficient
δa_L	AIL-L	left aileron deflection angle-positive T.E. down, degrees

<u>Symbol</u>	<u>Plot Symbol</u>	<u>Definition</u>
δ_{ar}	AIL-R	right aileron deflection angle-positive T.E. down, degrees
δ_t	HORIZT	horizontal tail deflection angle relative to the fuselage centerline-positive T.E. down, degrees
Λ	LAMBDA	wing skew angle measured between a perpendicular to the body longitudinal axis and the 0.25 chord line of the wing in a horizontal plane

Subscript

max maximum value

TEST FACILITY

The tests were conducted in the Ames 11-Foot Transonic Wind Tunnel, which is a variable-density, closed-return, continuous-flow facility. This tunnel has an adjustable nozzle (two flexible walls) and a slotted test section to permit transonic testing over a Mach number range continuously variable from 0.6 to 1.4.

MODEL DESCRIPTION

The model consisted of an elliptical planform wing mounted on top of the fuselage of a 0.087-scale model of an operational F-8 fighter airplane as shown in figure 2. Pertinent dimensions of the wing are shown in tables 1, 2 and in figure 2. A photograph of the model mounted in the wind tunnel is shown in figure 2(f). The wing was pivoted in the horizontal plane about the 0.4 root-chord point to obtain sweep angles of 0°, 45°, and 60°. The wing had an elliptical planform with an elliptic axis ratio of 8:1 (unswept aspect ratio of 10.2) and a straight 25-percent chord line. The wing had the airfoil section NACA 3612-02,40 at the center, perpendicular to the 25-percent chord line. The maximum thickness varied along the span as shown in figure 2(e). The wing trailing edge region was cut out for ailerons which extended from 52 to 89 percent of the wing semispan (see fig. 2(c)). The ailerons were sealed-gap, plain flaps hinged at approximately the 75-percent chord line. The horizontal and vertical tail surfaces had NACA 65A006 airfoil sections and swept quarter-chord lines. The horizontal tail was all-movable and was set at various angles relative to the body centerline. All external geometric features of the model, other than the wing, were 0.087-scale of the full-size operational

fighter airplane, except that the engine inlet was faired closed as shown in figure 2(a). Model body contours are shown in figure 2(b).

TESTING AND PROCEDURE

The model was sting-supported through the base of the model body shown in figure 2(a), and force and moment data were obtained from an internally-mounted six-component strain-gage balance. The moment center was located longitudinally at the wing-pivot point ($0.4c_{root}$) and 0.442 cm above the model centerline (fig. 2(a)). Tests were conducted at total pressures giving unit Reynolds numbers of $19.7 \times 10^6/m$ for Mach numbers of 0.6 to 1.2 and $14.8 \times 10^5/m$ for Mach number 1.4. Angle of attack ranged from -6° to 16° at zero sideslip. Aileron control power tests were made with the right and left ailerons set separately at nominal angles of 0, $\pm 2.5^\circ$, $\pm 5^\circ$, $\pm 10^\circ$, and $\pm 15^\circ$. Elevator control power tests were made with the horizontal tail set at -5° , 0° , and 2.5° with ailerons undeflected. Pitch and yaw polar runs were made to obtain data in the appropriate range of Mach numbers for each wing sweep angle ($\Lambda = 0^\circ$, 45° , and 60°). The wing was yawed left panel forward. Table 3 summarizes all the model attitudes, control angles, and tunnel conditions reported herein.

RESULTS AND DISCUSSION

Aileron Tests

Aileron control power - Results of the aileron control power tests are summarized in figure 3. In this plot, the incremental rolling moment due to ailerons deflected 10° differentially are presented versus Mach number for the three wing sweeps tested. At zero sweep, the control power indicated by these increments is constant with Mach number up to drag rise ($M \approx 0.7$), beyond which, shock-induced effects seriously degrade the control power. When the wing is yawed 45° , the roll increments are not symmetrical for right and left roll, the right roll increments (leading wing up) being somewhat larger than the left roll increments. The magnitude of the roll power decreases with increased sweep, which is expected. Simple sweep theory predicts a reduction by $\cos^3 \Lambda$ and these data follow this trend reasonably well. It is noted that the resisting rolling moment due to rolling motion also goes down by $\cos^3 \Lambda$, so that the steady roll rate attainable should be unchanged by changes in the wing sweep.

Basic data - Figure 4 gives the effects of left and right aileron deflection on all the static aerodynamic forces and moments. Because of symmetry, zero-sweep results were obtained for left aileron deflection only. The data for 45° and 60° sweep are arranged with each force or moment plot for left aileron deflections on the left-hand page and the

corresponding data plot for right aileron deflections on the right-hand page. To facilitate combining increments for differential right and left aileron deflections, the plot symbols have been chosen so that each curve for right aileron deflections has the same symbol as the left aileron curve for the corresponding equal and opposite deflection.

Longitudinal stability - The basic data (fig. 4) show that deflection of the ailerons caused substantial shifts in the pitching moment curves but left the slopes unchanged. The static stability is, therefore, unaffected by aileron deflection. At $M = 0.95$ and 45° sweep, the shift in pitching moment coefficient is 0.14 for $\pm 5^\circ$ right-roll aileron deflection. This would require 2° tail deflection to maintain longitudinal trim. This effect is not present for symmetrical configurations and is expected to produce transient pitch perturbations during roll accelerations. During steady rolling motion, however, the pitch perturbation will disappear because the span loading is balanced about the x axis. The airplane response to the transient pitch perturbation will, of course, depend on the relative magnitudes of the airplane inertia's about the x and y axes. This effect was not large enough to be noticeable in flights of radio-controlled, oblique-wing model aircraft.

Yawing moments - Data in figure 4 show that the yawing moments produced by aileron deflection are small and generally favorable. Very small amounts of adverse yaw occur at Mach numbers of 0.95 and above for 45° sweep. The adverse yaw is at most $0.00004/\text{deg}$ aileron which is not significant when compared to the magnitude of $C_{n\beta}$ which is about $0.002/\text{deg}$ sideslip.

Horizontal Tail Tests

Longitudinal stability tests were made for three horizontal tail settings, -5° , 0° , and $+2.50^\circ$. Data from these tests are presented in figures 5 and 6 for three wing sweeps. Figure 5 gives the increments in pitching moment coefficient for -5° of tail deflection for $C_L = 0.3$. These increments are very large, more than twice that needed to stall the model. The moment center used gives the model a minimum static margin of 16 percent. The horizontal tail is therefore much larger than necessary for the configuration represented here. The large tail deflections tested also produced significant changes in side force and yawing moment. The origin of these induced forces is not known and studying them will require more extensive model breakdown tests or airloads tests. Curiously, the accompanying induced rolling moment is very small.

CONCLUDING REMARKS

Results of aileron and horizontal tail control power tests of an F-8 model equipped with an 8:1 elliptical oblique-wing indicate no apparent

or unpredictable control power deficiencies. Deflection of the ailerons induced significant pitching moments with the wing swept. Because this pitching moment arises from the unbalanced loading about the x axis, it is expected to disappear whenever the spanloading is once again balanced in steady roll motion. Large deflections of the horizontal tail induced some side force and yawing moment, the origin of which is not known.

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National Aeronautics and Space Administration
Moffett Field, California 94035

February 20, 1976

REFERENCES

1. Smith, Ronald C.; Jones, Robert T.; and Summers, James L.: Transonic Wind Tunnel Tests of an F-8 Airplane Model Equipped With 12- and 14-Percent-Thick Oblique Wings. NASA TM X-62,478, October 1975.
2. Campbell, J. P., and Drake, H. M.: Investigation of Stability and Control Characteristics of an Airplane Model With a Skewed Wing in The Langley Free Flight Tunnel. Technical Note 1208, U. S. National Advisory Committee for Aeronautics, 1947.

TABLE 1. - MODEL GEOMETRY

Wing

Planform	8:1 ellipse about c/4	
Span (reference)		136.30 cm
Area (reference)		1823.87 cm ²
Root chord		17.04 cm
Aspect ratio		10.2
Maximum t/c		0.12
Incidence		0°
0.25c sweep		0°
Section		NACA 3612-02,40
Maximum thickness location		0.40c
Leading-edge nose radius		0.0288c

Horizontal tail

Planform	trapezoidal	
Span		48.16 cm
Area		658.83 cm ²
Root chord		23.80 cm
Tip chord		3.56 cm
Aspect ratio		3.52
Maximum t/c		0.06
Incidence		variable
0.25c sweep		45°
Section		NACA 65A006

Vertical tail

Planform	trapezoidal	
Span		31.93 cm
Area		697.42 cm ²
Root chord		34.80 cm
Tip chord		8.90 cm
Aspect ratio		1.46
Maximum t/c		0.06
0.25c sweep		52.5°
Section		NACA 65A006

TABLE 2. - WING DIMENSIONAL DATA^a

Semi-Span	Chord	Z-Up	Z-Lo	H
0	17.038	1.491	0.650	0
2.54	17.028	1.488	.650	0.0025
5.08	16.992	1.483	.647	.013
7.62	16.931	1.476	.643	.025
10.16	16.848	1.465	.635	.048
12.70	16.741	1.450	.625	.076
15.24	16.606	1.430	.614	.109
17.78	16.449	1.409	.602	.152
20.32	16.264	1.384	.587	.200
22.86	16.053	1.356	.569	.259
25.40	15.811	1.323	.551	.322
27.109	15.634	1.300	.538	.368
28.877	15.433	1.272	.523	.421
30.503	15.237	1.247	.508	.475
32.009	15.042	1.222	.493	.523
33.409	14.851	1.199	.480	.574
34.722	14.661	1.176	.467	.622
35.954	14.475	1.150	.455	.670
37.114	14.290	1.127	.442	.716
38.214	14.109	1.107	.429	.762
39.253	13.929	1.084	.416	.805
40.244	13.751	1.064	.406	.848
41.183	13.576	1.041	.394	.891
42.080	13.403	1.021	.383	.932
42.936	13.233	1.003	.373	.972
43.754	13.063	0.983	.363	1.013
44.539	12.898	.962	.353	1.051
45.288	12.733	.945	.343	1.089
46.007	12.570	.927	.335	1.125
47.722	12.164	.881	.312	1.214
48.979	11.849	.848	.295	1.282
50.142	11.542	.815	.279	1.349
51.222	11.239	.785	.264	1.409
52.222	10.947	.754	.249	1.468
53.157	10.663	.726	.236	1.524
54.028	10.386	.698	.223	1.577
54.841	10.117	.673	.213	1.626
55.603	9.852	.647	.200	1.674
56.314	9.596	.625	.190	1.719
56.982	9.347	.602	.180	1.760
57.609	9.106	.579	.170	1.800
58.196	8.867	.559	.162	1.841
58.748	8.638	.538	.155	1.877

^a All dimensions are centimeters

TABLE 2. - Concluded.^a

Semi-Span	Chord	Z-Up	Z-Lo	II
59.268	8.412	0.518	0.145	1.910
59.756	8.194	.500	.139	1.943
60.216	7.980	.582	.132	1.976
60.647	7.775	.467	.124	2.004
61.056	7.572	.449	.119	2.032
61.440	7.376	.434	.114	2.069
61.803	7.183	.419	.109	2.083
62.143	6.998	.406	.102	2.108
62.466	6.815	.391	.099	2.131
62.771	6.637	.378	.094	2.151
63.058	6.464	.366	.089	2.171
63.329	6.297	.353	.084	2.192
63.586	6.134	.343	.081	2.209
64.196	5.722	.315	.071	2.253
64.625	5.413	.292	.063	2.283
65.009	5.118	.274	.058	2.311
65.346	4.841	.256	.053	2.337
65.649	4.577	.239	.048	2.359
65.918	4.331	.223	.046	2.379
66.157	4.094	.211	.041	2.397
66.373	3.873	.198	.038	2.413
66.563	3.662	.185	.035	2.425
66.733	3.464	.173	.033	2.438
66.883	3.276	.162	.030	2.451
67.139	2.931	.145	.025	2.468
67.394	2.542	.124	.020	2.489
67.648	2.077	.099	.017	2.507
67.902	1.470	.071	.010	2.527
68.156	0	0	0	2.548

^a All dimensions are centimeters

TABLE 3. - TEST CONDITIONS

MACH → No.	↓(deg)	REYNOLDS NUMBERS							SCHEDULES						
		0.60	0.70	0.80	0.95	0.98	1.05	1.10	1.20	1.30	1.40	δ_{a_L} (deg)	δ_{a_r} (deg)	δ_t (deg)	α (deg)
0	19.7	19.7	19.7	19.7	19.7	19.7					-14→+14	0	0	0	-6→+16
45	19.7	19.7	19.7	19.7	19.7	19.7					-14→+14	0	0	0	-5→+14
45	19.7	19.7	19.7	19.7	19.7	19.7					0	-14→+14	0	0	-6→+14
60	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.8	-14→+14	0	0	0	-6→+16
60	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.7	14.8	0	-14→+14	0	0	-6→+16
11	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.7	14.8	0	-14→+14	0	0	-6→+16
45	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.7	0	0	-5,+2.5	-6→+16	
60	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.7	0	0	-5,+2.5	-6→+12	
											0	0	-5,+2.5	-6→+14	

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TABLE 4. - INDEX OF DATA FIGURES

Figure	Title	Page
3	Incremental rolling moment from 10 degrees left and right aileron for $C_L = 0.3$	1
4	Aerodynamic characteristics in pitch, effect of aileron deflection	
	Sweep = 0°	2
	45°	20
	60°	80
5	Incremental pitching moment from -5 degrees horizontal tail deflection for $C_L = 0.3$	176
6	Aerodynamic characteristics in pitch, effect of horizontal tail deflection	
	Sweep = 0°	177
	45°	195
	60°	225

Note: Positive directions of force coefficients, moment coefficients, and angles are indicated by arrows.

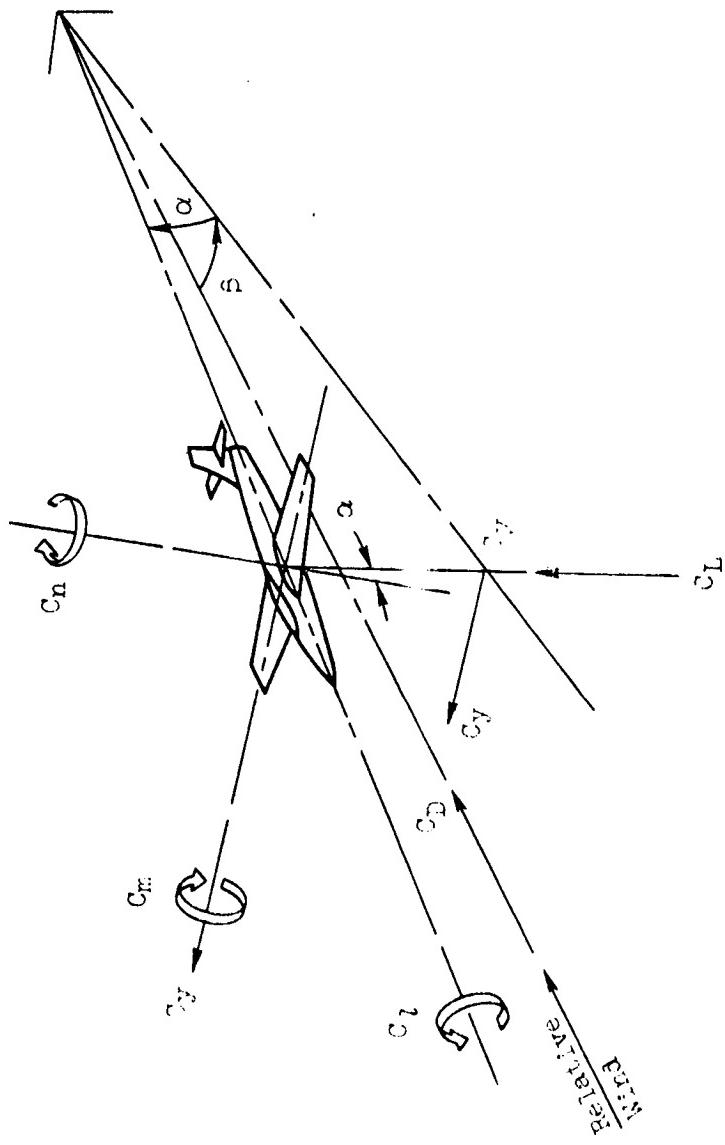
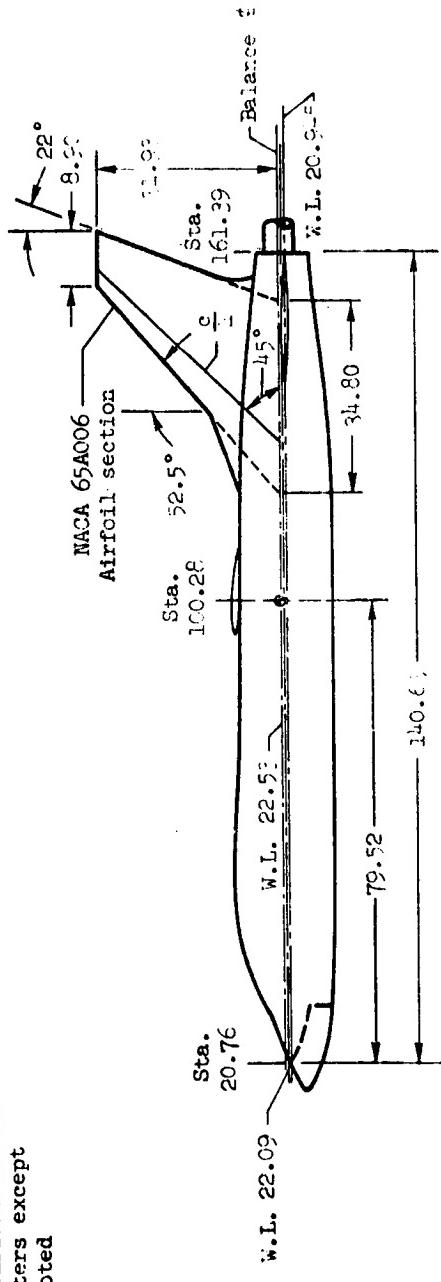
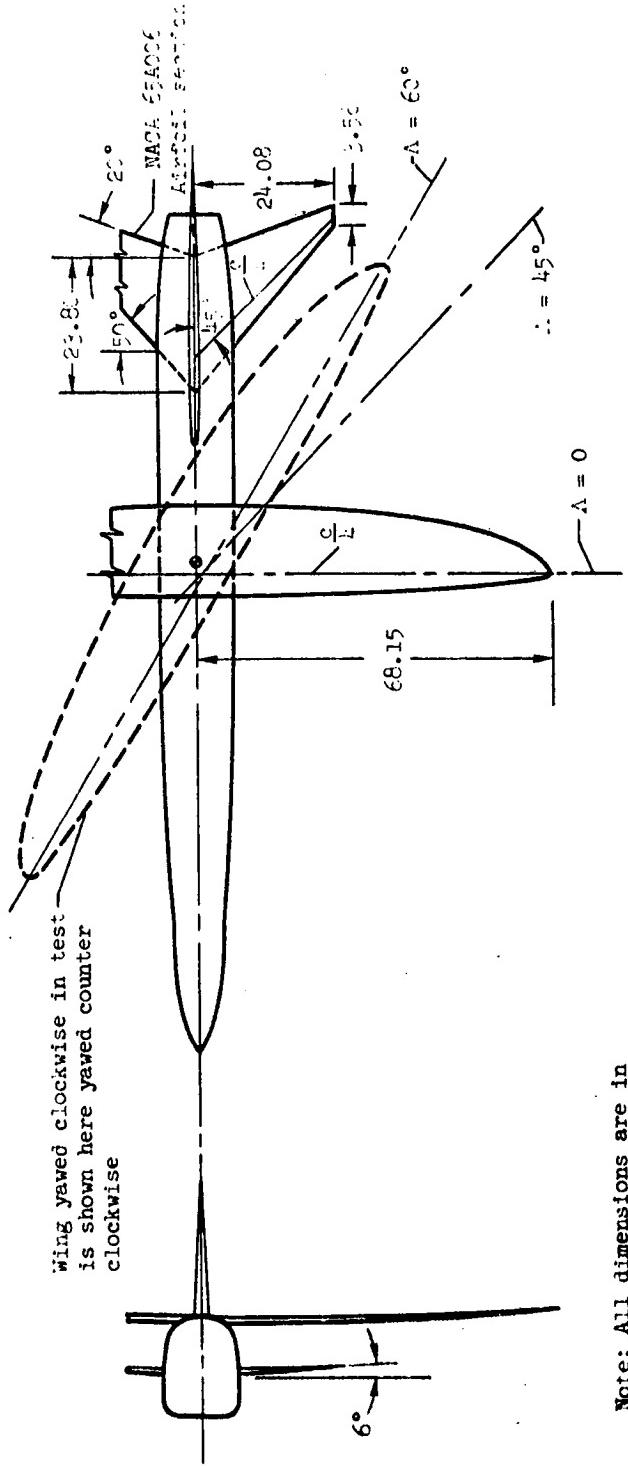
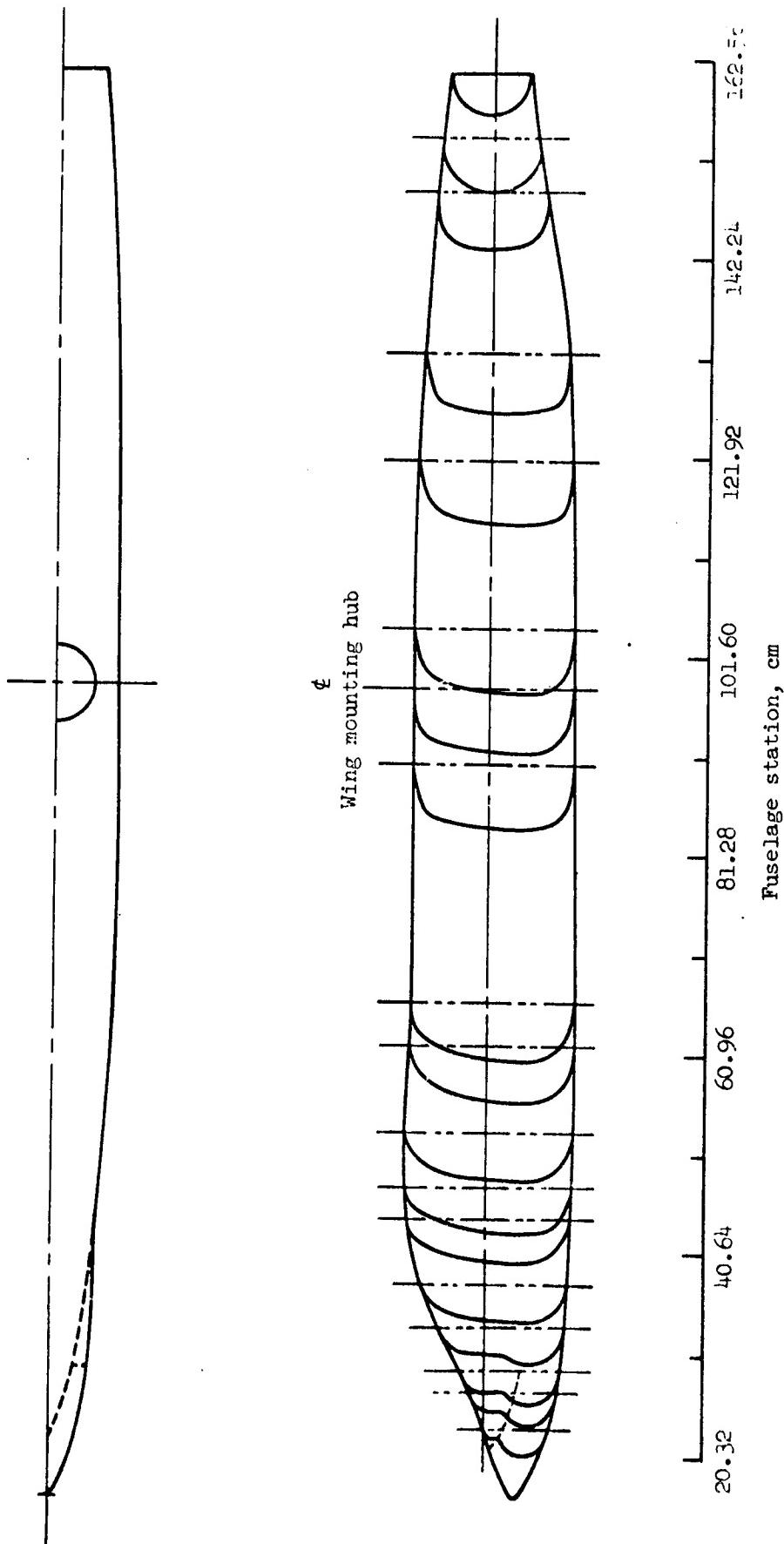


Figure 1. - Axis systems, showing direction and sense of force and moment coefficients, angle of attack, and sideslip angle.



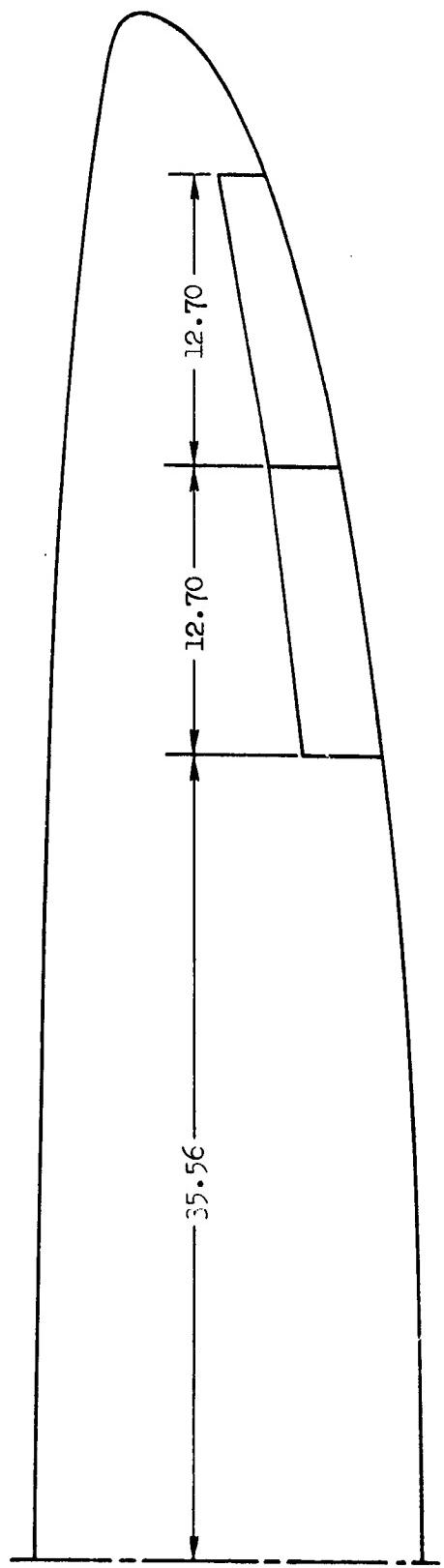
(a) Three-view

Figure 2. - Oblique-wing F-8 model details and photograph.

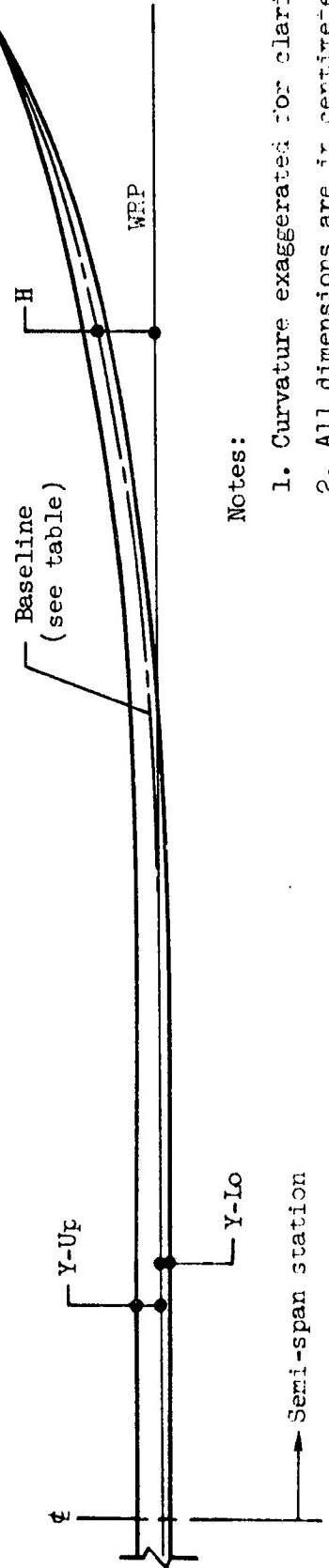


(b) Fuselage contours

Figure 2. - Continued.



16

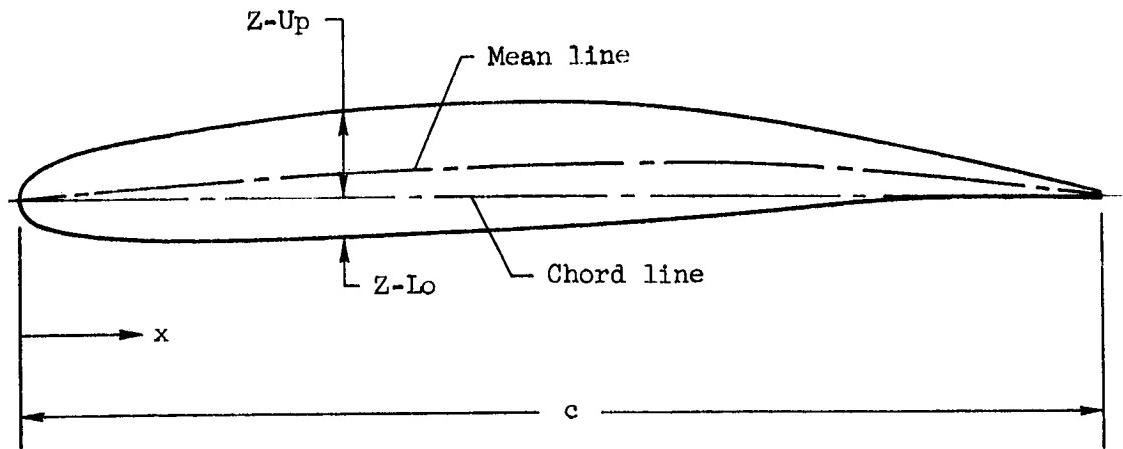


Notes:

1. Curvature exaggerated for clarity
2. All dimensions are in centimeters

(c) Wing curvature and aileron geometry

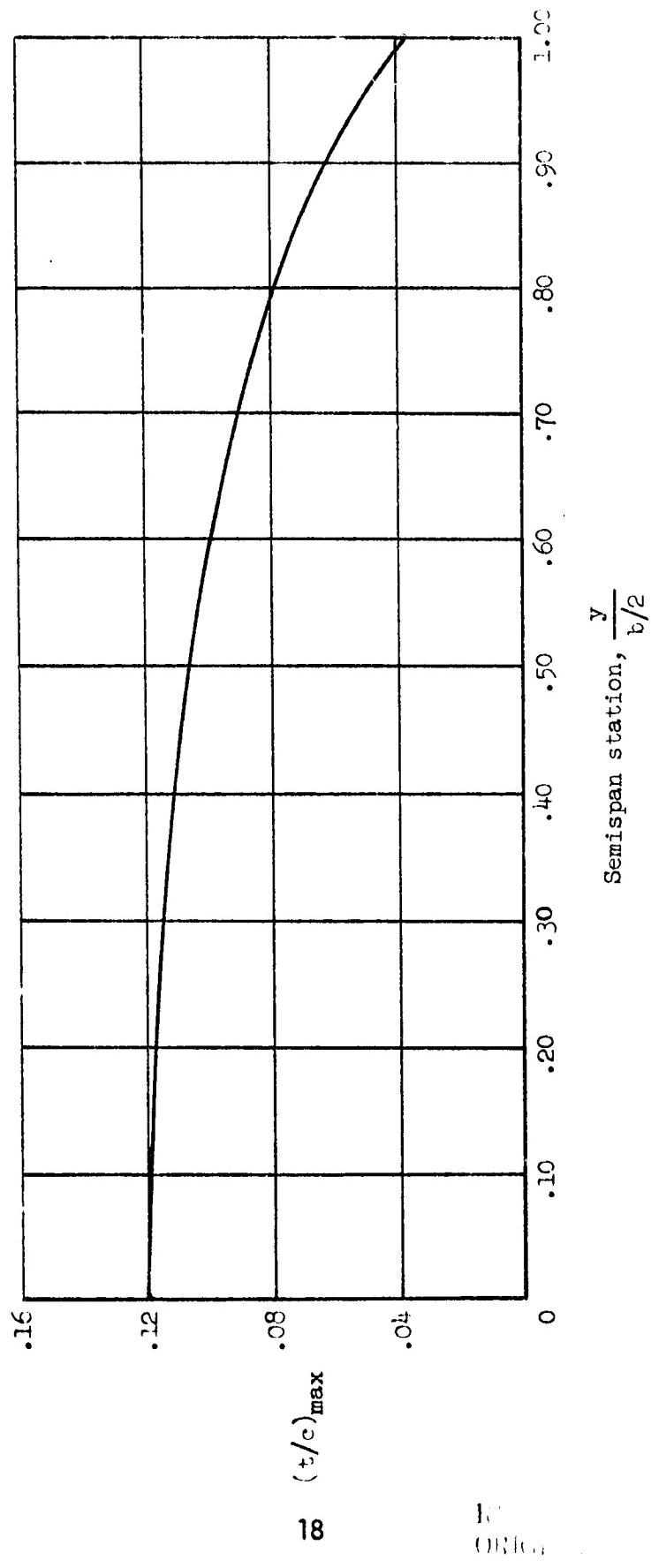
Figure 2. - Continued.



x/c	t/c	Camber c	$Z\text{-Up}$ c	$Z\text{-Lo}$ c
0.001	0.01444	0.00008	0.00730	-0.00714
.010	.04072	.00078	.02114	-.01958
.025	.05819	.00195	.03104	-.02715
.050	.07343	.00389	.04060	-.03282
.075	.08269	.00582	.04716	-.03553
.100	.08934	.00772	.05239	-.03695
.150	.09899	.01144	.06093	-.03806
.200	.10622	.01498	.06808	-.03813
.300	.11625	.02129	.07942	-.03683
.400	.11997	.02621	.08619	-.03378
.500	.11571	.02925	.08711	-.02861
.600	.10263	.02995	.08127	-.02136
.700	.08144	.02785	.06856	-.01287
.800	.05467	.02246	.04980	-.00487
.900	.02687	.01334	.02677	-.00009
1.000	.00456	0.	.00228	-.00228

$$\frac{\text{L.E. radius}}{c} = 0.0288$$

- (d) Wing section drawing and tabulated geometry at wing span station $n = 0$; 12-percent thick wing, W_5 .
Figure 2. - Continued.



(e) Wing maximum thickness distribution

Figure 2. - Continued.

REPRODUCED BY OPTICAL MEANS
FROM THE ORIGINAL DOCUMENT



(f) Photograph of model in the Ames 11-Foot Transonic Wind Tunnel

Figure 2. - Concluded.

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	LAMBDA	HORIZT
{EAG051}	.000	.000
{EAG060}	.000	.000
{EAG046}	.000	.000
{EAG051}	.000	.000
{FAG058}	.000	.000
{FAG042}	.000	.000

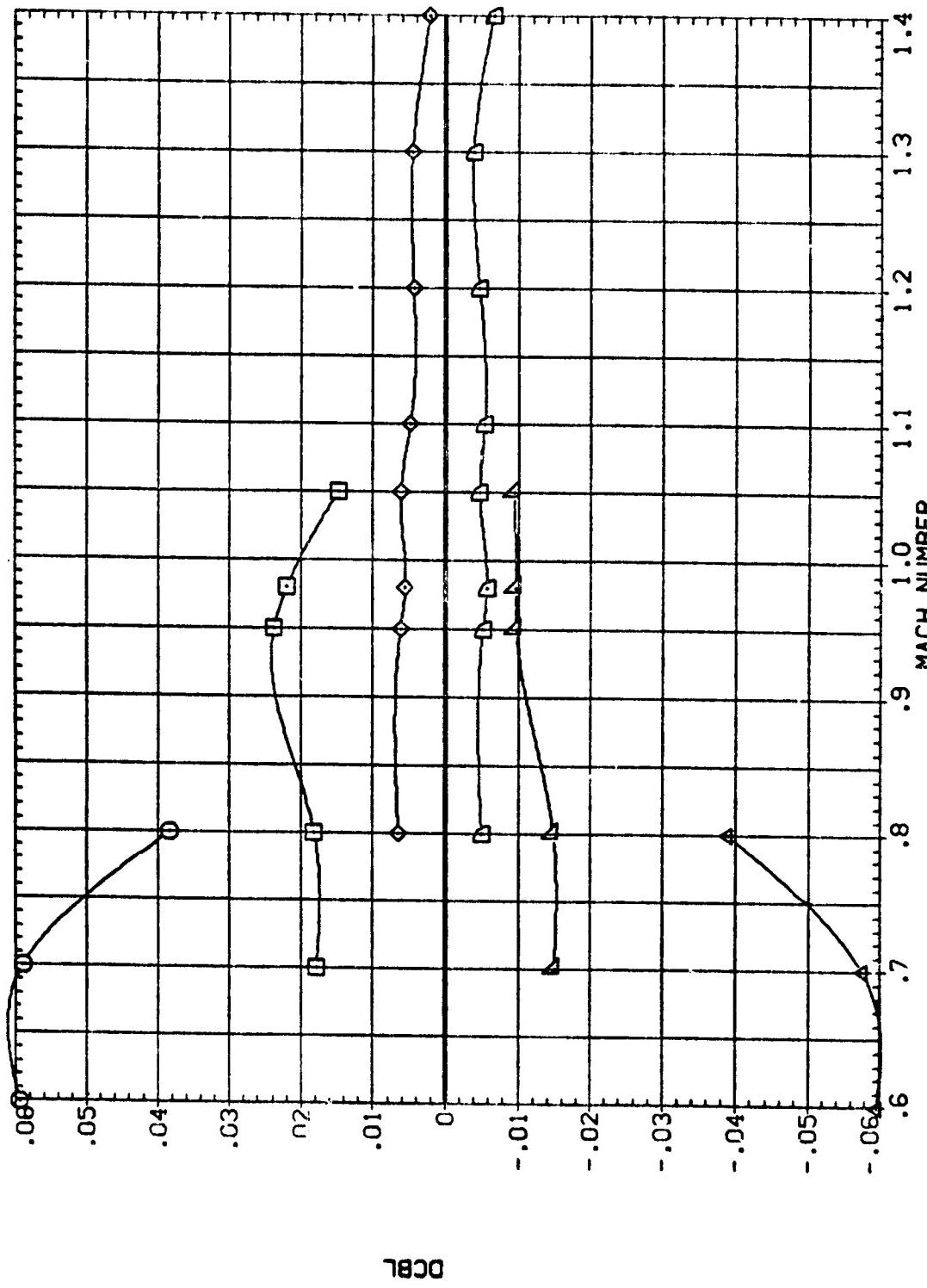
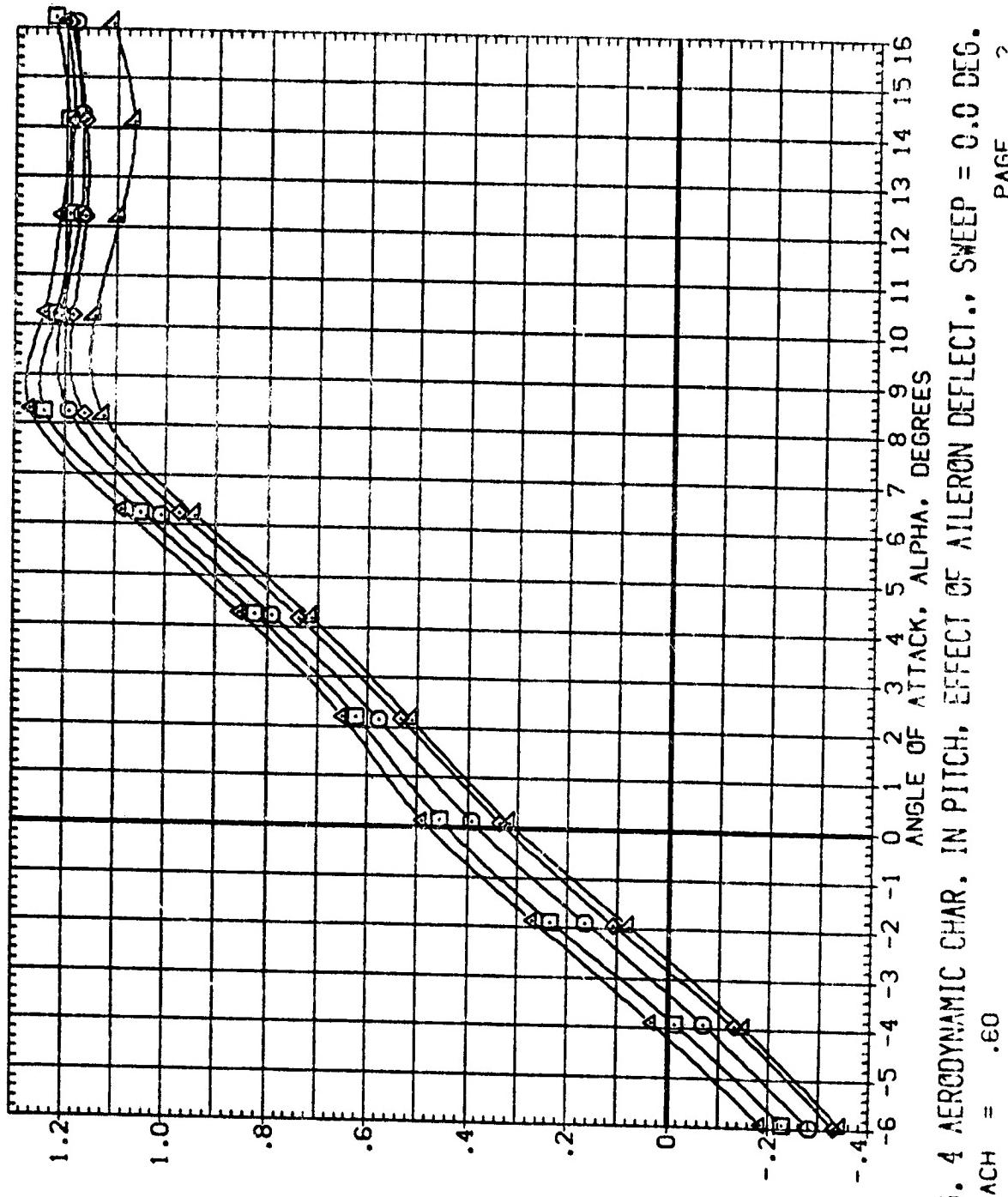


FIG. 3 INCREMENTAL ROLLING MOMENT FROM 10 DEG. LEFT AND RIGHT AILERON, $C_L=0.3$
 $(\Delta)_{CL} = .30$

DATA SET SYMBOL	CONFIGURATION DESCRIPTION
(BA0118)	V5 B2 T
(ZAO089)	V5 B2 T
(ZAO091)	V5 B2 T
(BA0051)	V5 B2 T
(BA0054)	V5 B2 T

AIL-L	AIL-R	HORIZ.
.000	.000	.000
5.000	.000	.000
-5.000	.000	.000
10.000	.000	.000
-10.000	.000	.000



LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 0.0 DEG.
 (A)MACH = .60

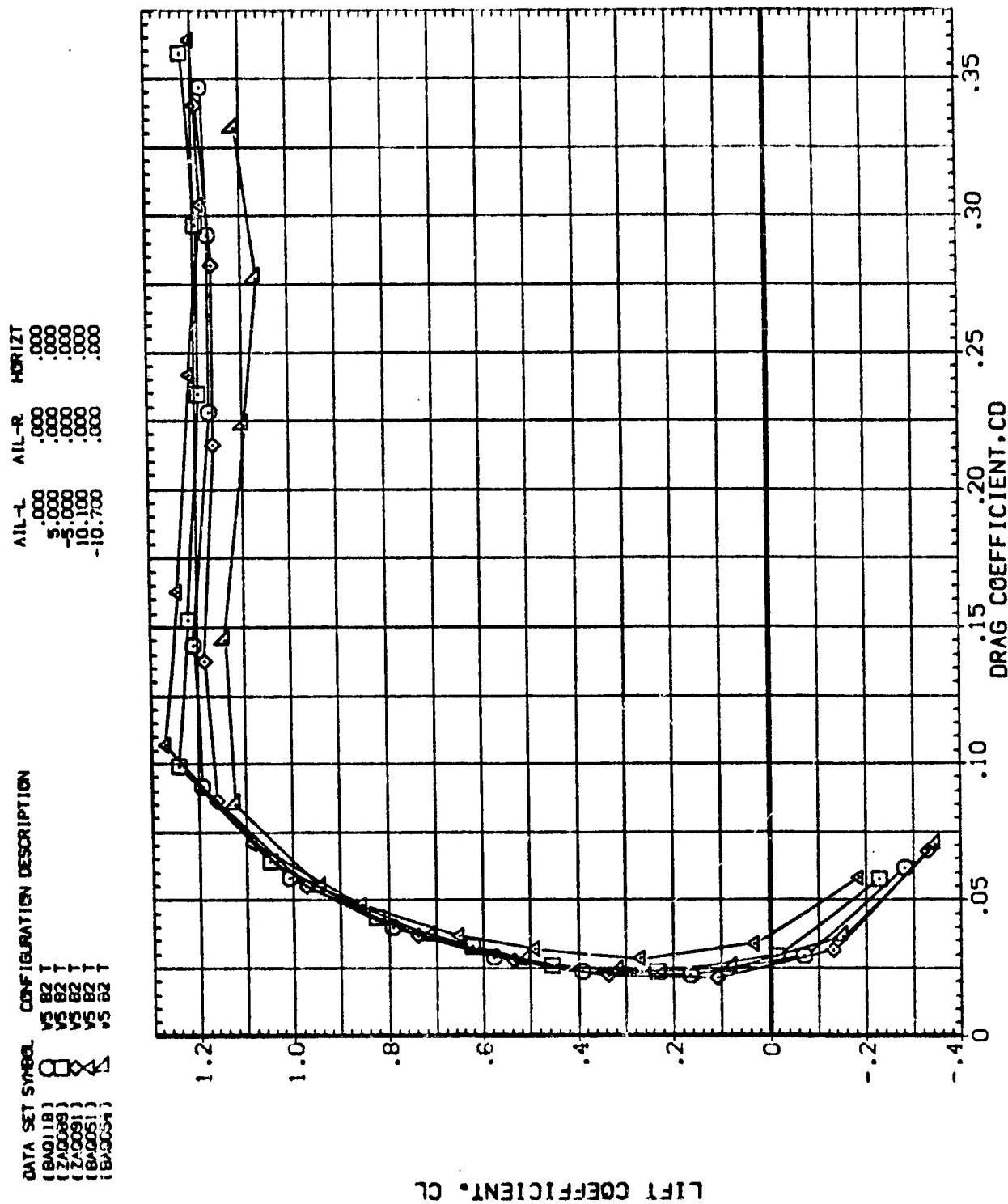


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 0.0 DEG.
 Δ MACH = .60
 PAGE 3

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ
(BAQ118)	.000	.000	.000
(ZAO089)	.000	.000	.000
(ZAO091)	.000	.000	.000
(ECC51)	.000	.000	.000
(BAQ054)	-10.700	.000	.000

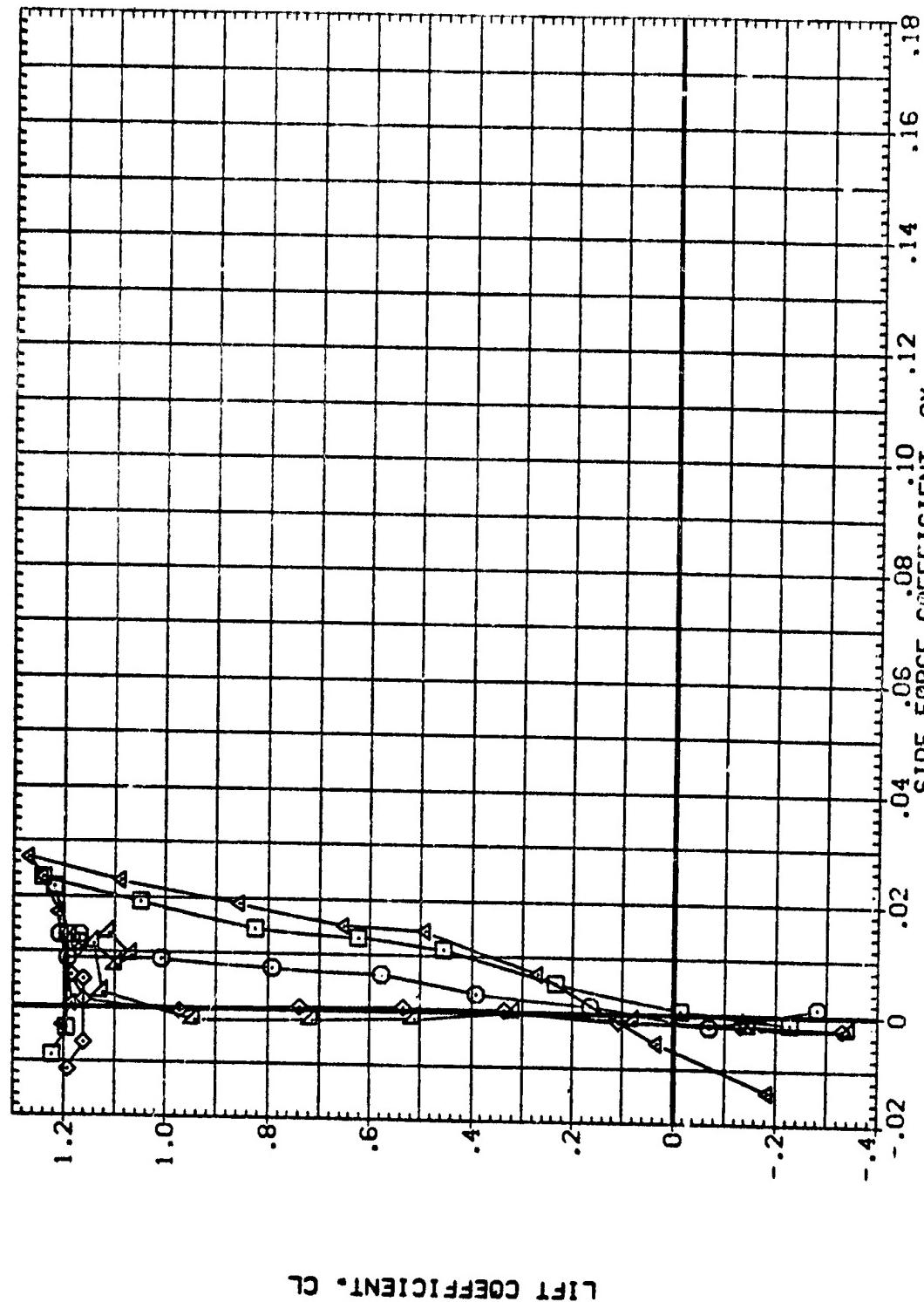


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 0.0 DEG.
 $C_{MACH} = .60$

PAGE 4

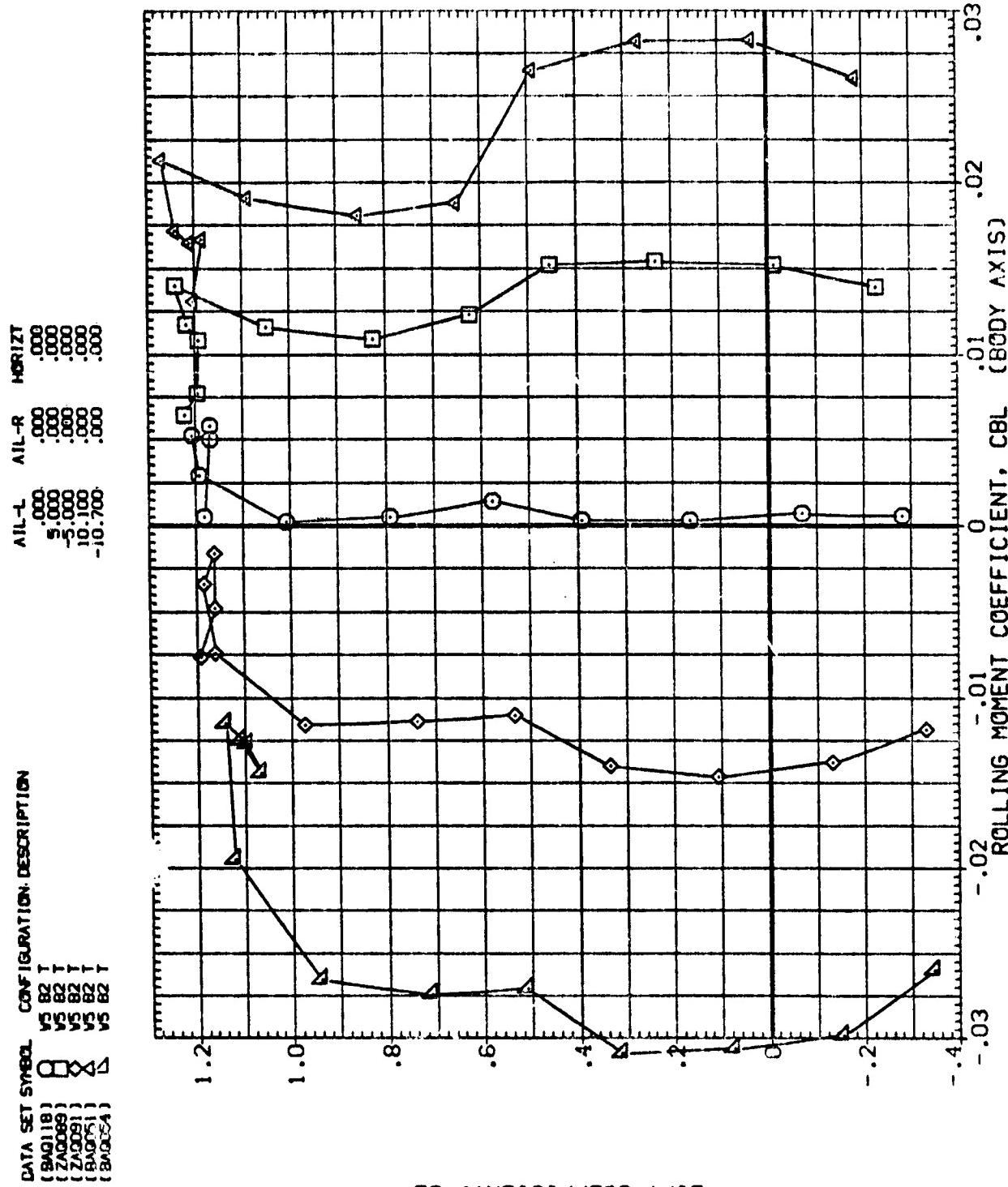


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 0.0 DEG.
 $(\Delta)MACH = .60$
 PAGE 5

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HOR12T
(BAG118)	.000	.000	.000
(ZAG089)	5.000	.000	.000
(ZAG091)	-5.000	.000	.000
(BAG051)	10.100	.000	.000
(BAG064)	-10.700	.000	.000

AIL-L AIL-R HOR12T

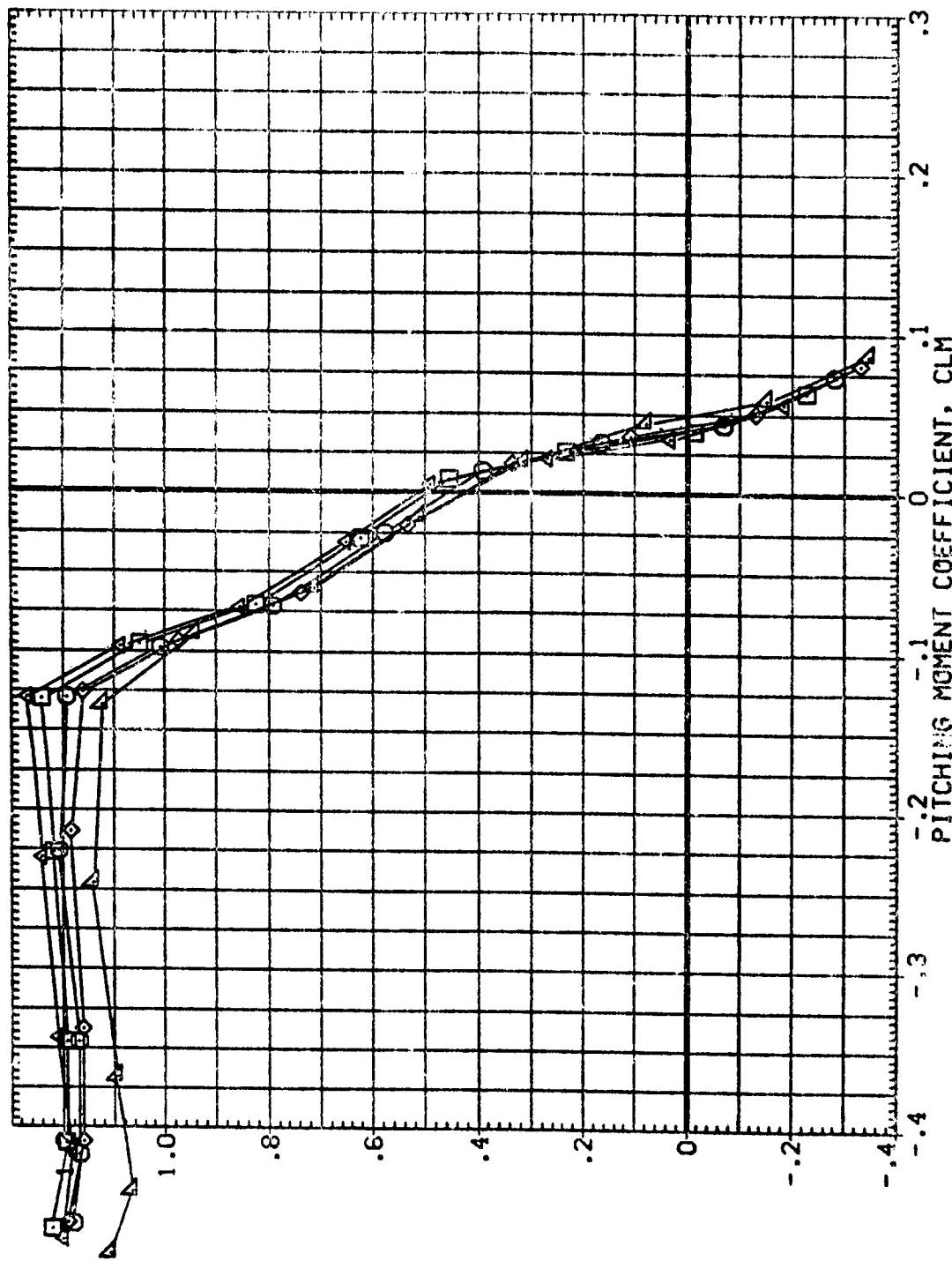
.000 .000 .000

5.000 .000 .000

-5.000 .000 .000

10.100 .000 .000

-10.700 .000 .000



LIFT COEFFICIENT, CL

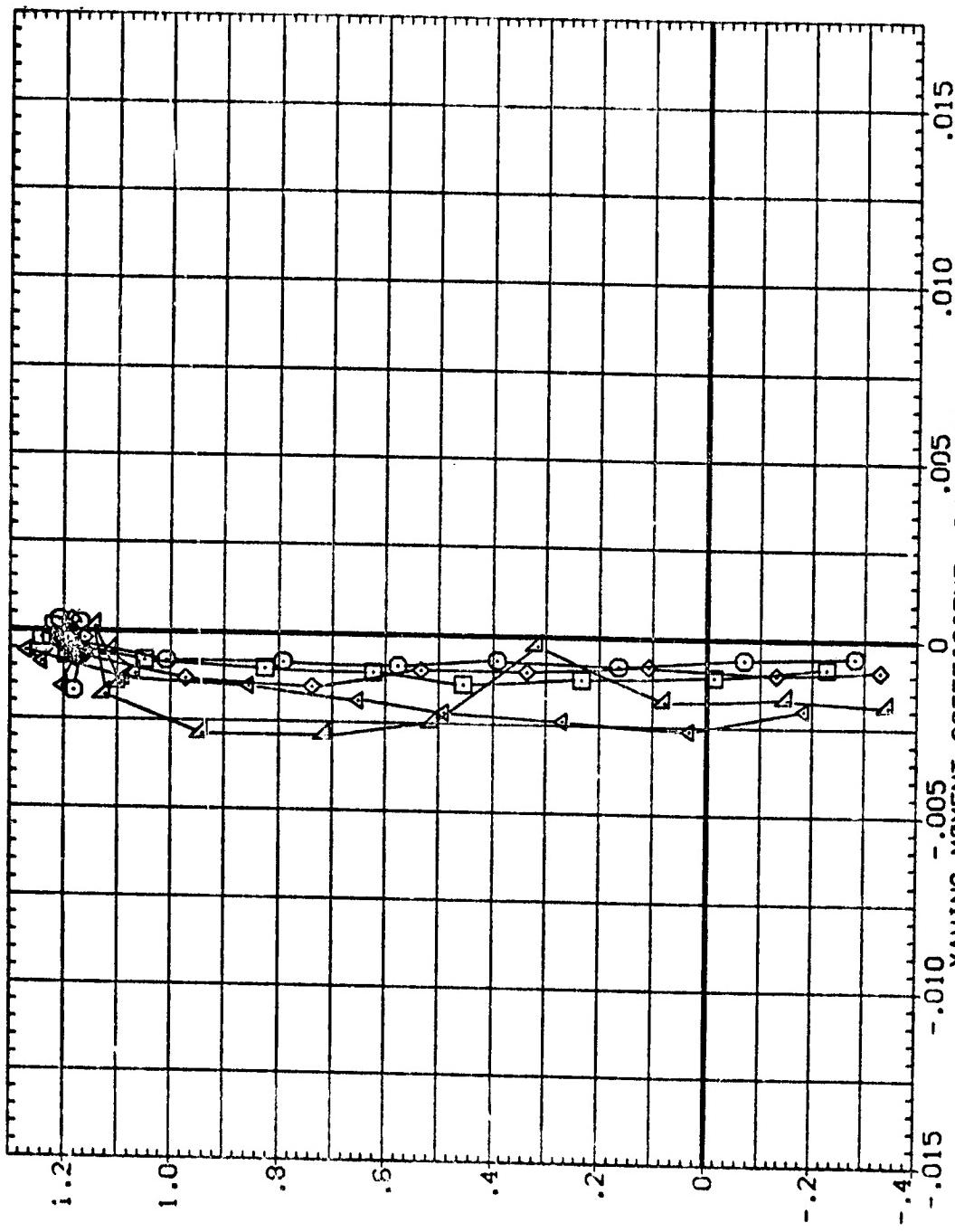
FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SLEEP = 0.0 DEG.
 $C_{MACH} = .60$

PAGE 6

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(BA0018)	○	V5 B2 T
(ZAO059)	□	V5 B2 T
(ZAO051)	◇	V5 B2 T
(BA0051)	△	V5 B2 T
(BA0054)	▲	V5 B2 T

	AIL-L	AIL-R	HORIZ
.000	.000	.000	.000
5.000	.000	.000	.000
-5.000	.000	.000	.000
10.100	.000	.000	.000
-10.700	.000	.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 0.0 DEG.
 $\text{MACH} = .60$

DATA SET SWEEP. CONFIGURATION DESCRIPTION

(BA0118)	V5 B2 T
(ZB0089)	V5 B2 T
(ZB0091)	V5 B2 T
(BA0061)	V5 B2 T
(B)MACH = .70	

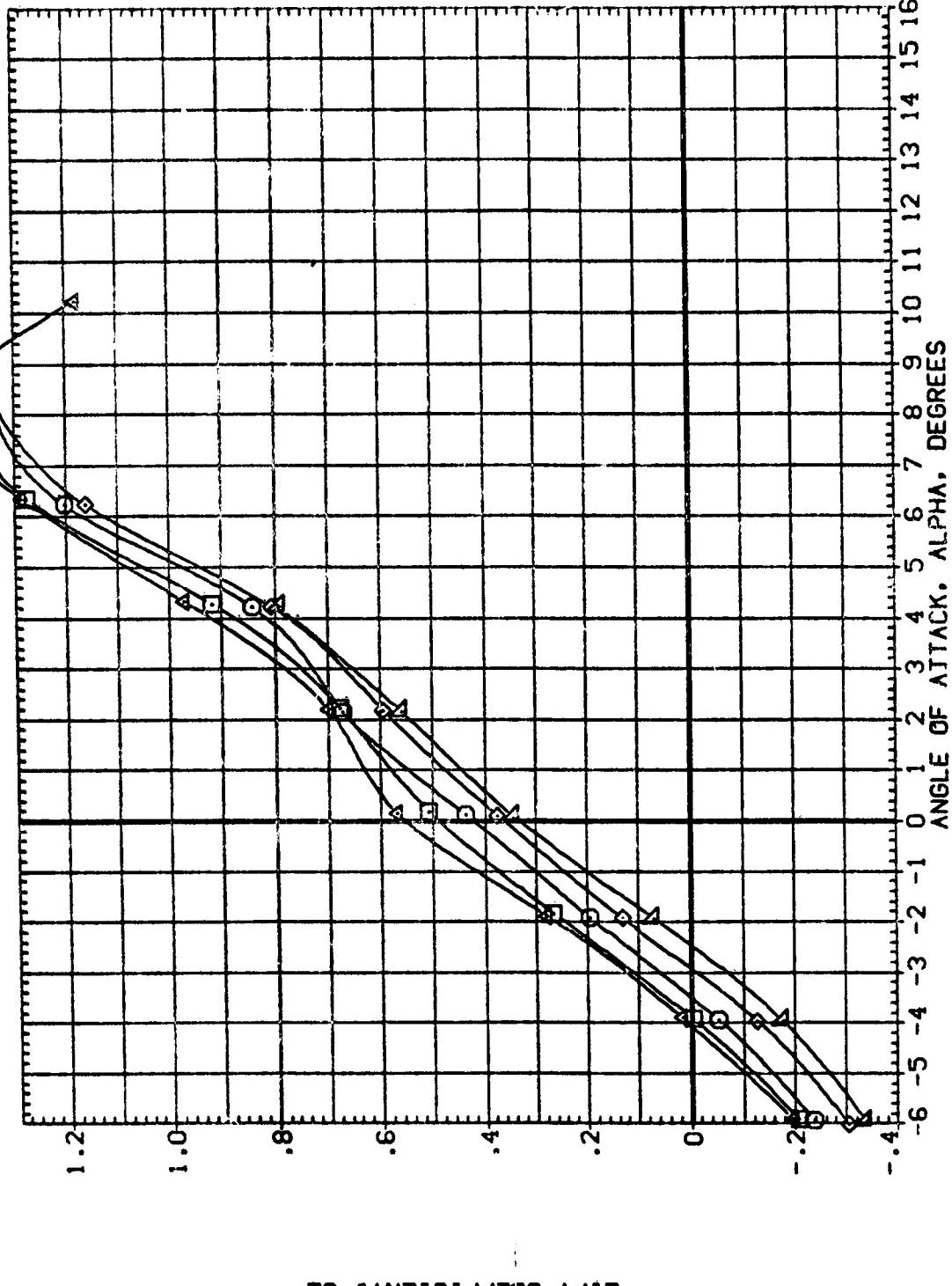


FIG. 4 AERODYNAMIC CHAR. IN PITCH. EFFECT OF AILERON DEFLECT., SWEEP = 0.0 DEG.
 (B)MACH = .70
 PAGE 8

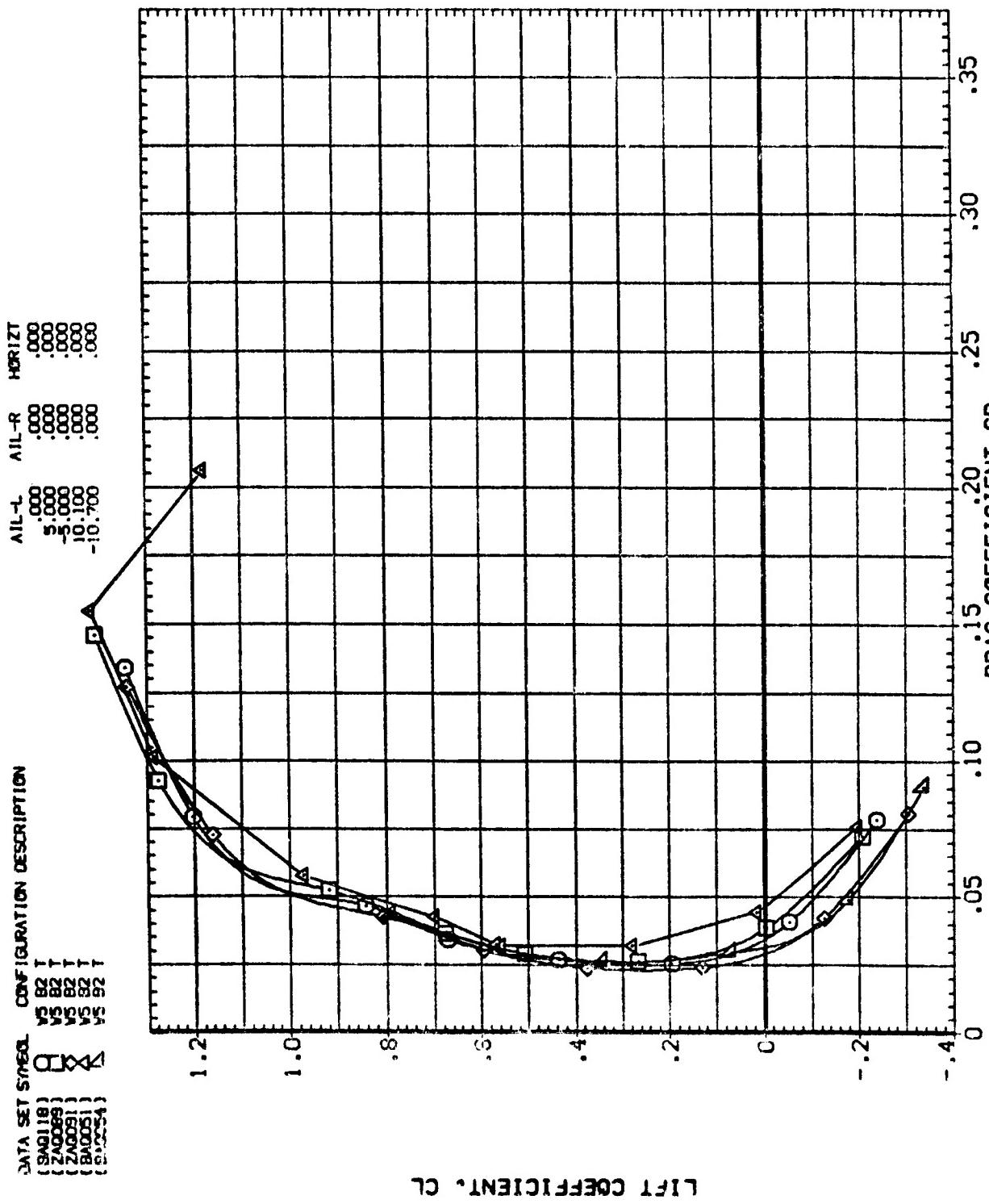


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 0.0 DEG.

PAGE 9

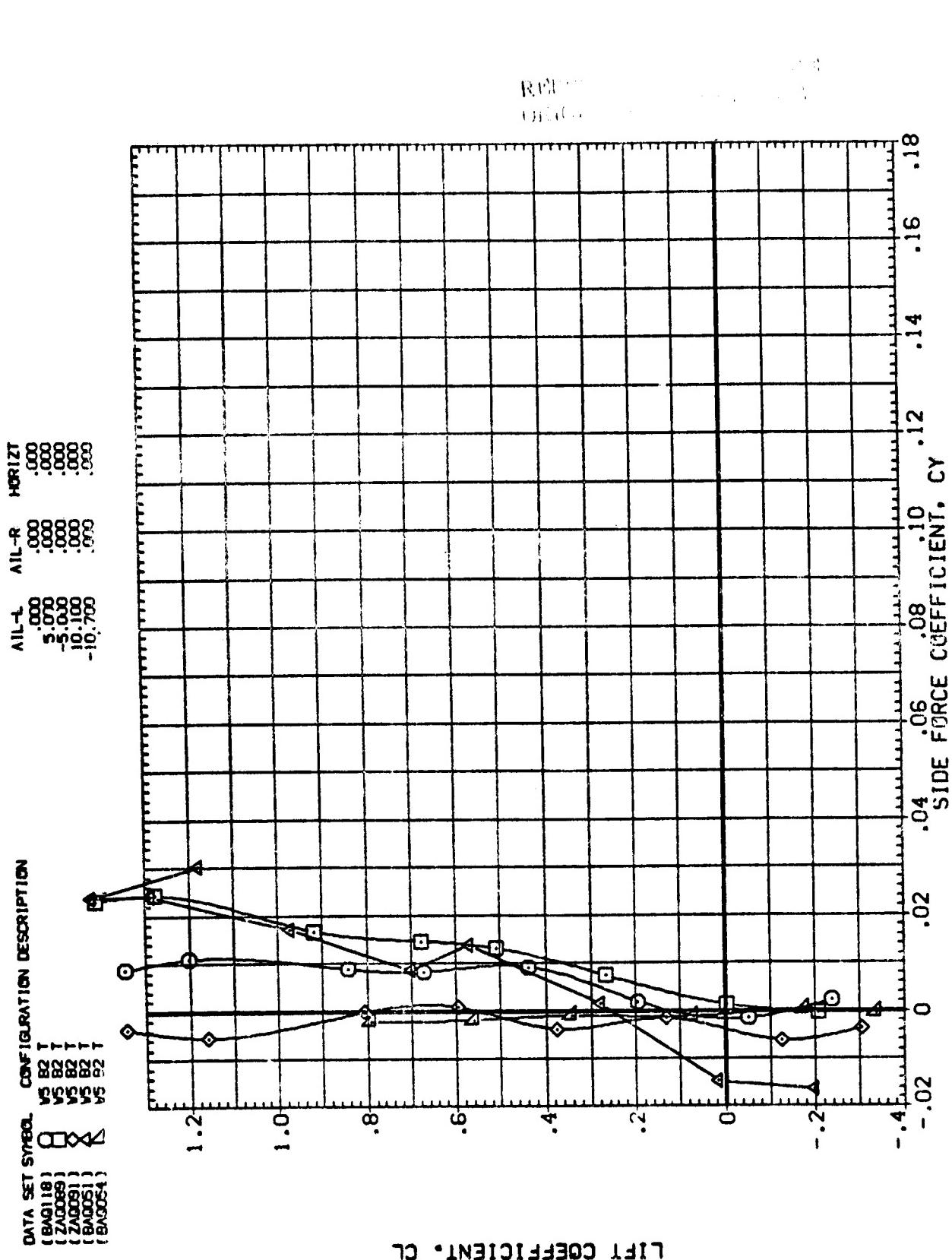


FIG. 4 AERODYNAMIC CHART. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 0.0 DEG.
 (θ) MACH = .70

PAGE 10

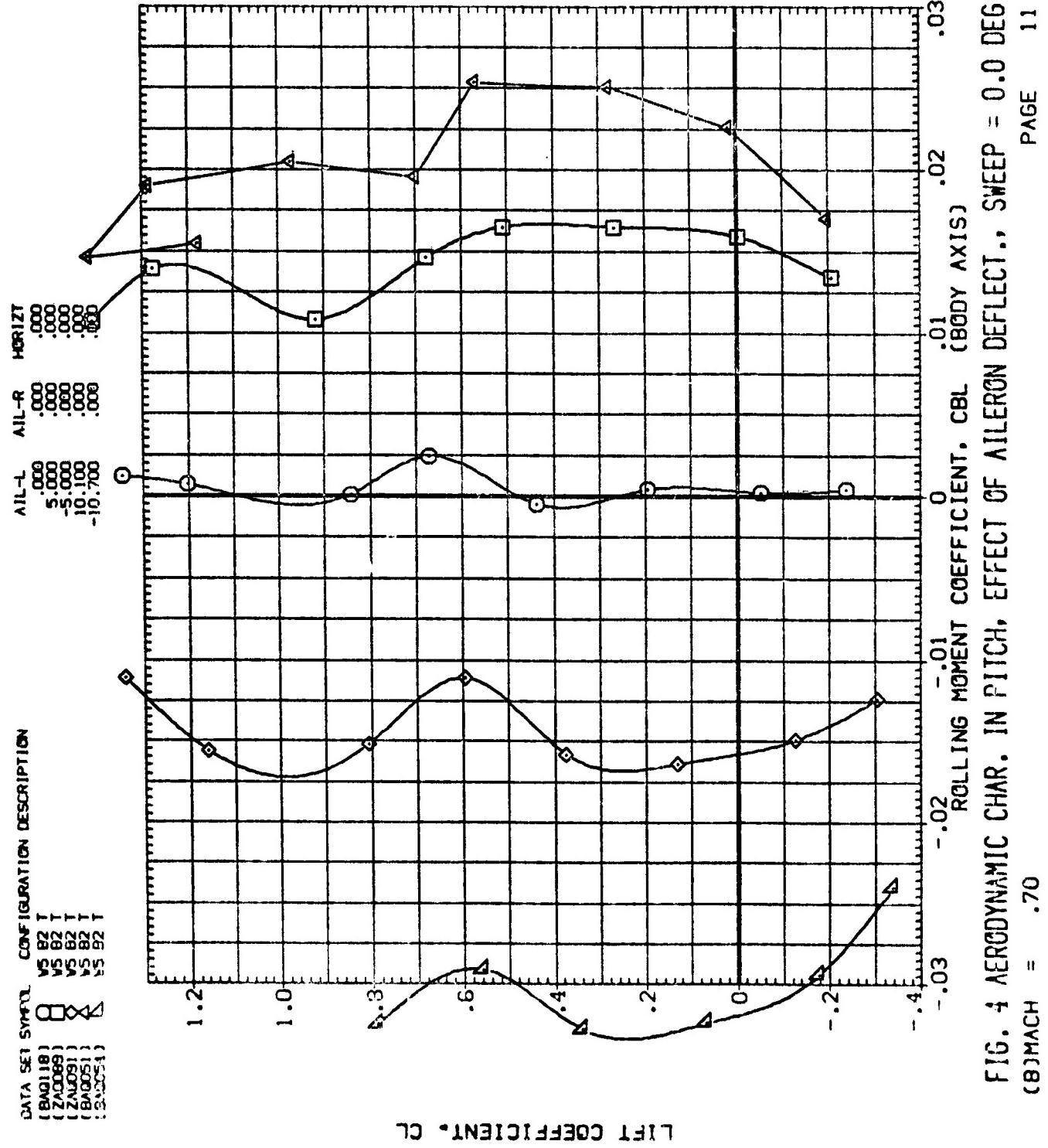


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 0.0 DEG.
 (8)MACH = .70 PAGE 11

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ
(BA0118)	.000	.000	.000
(ZA0089)	.000	.000	.000
(ZA0091)	.000	.000	.000
(BA0061)	.000	.000	.000
(BA0054)	.000	.000	.000

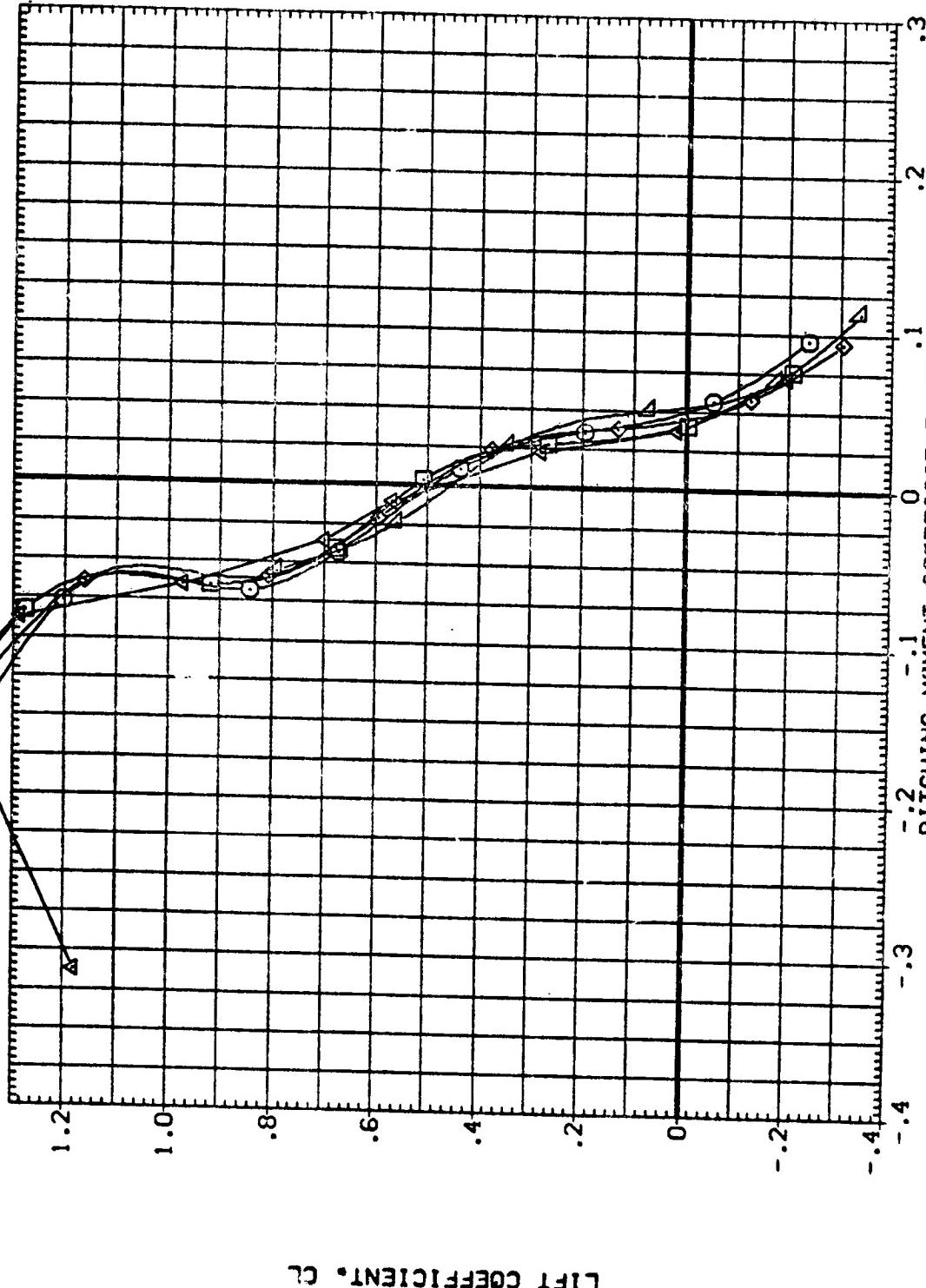
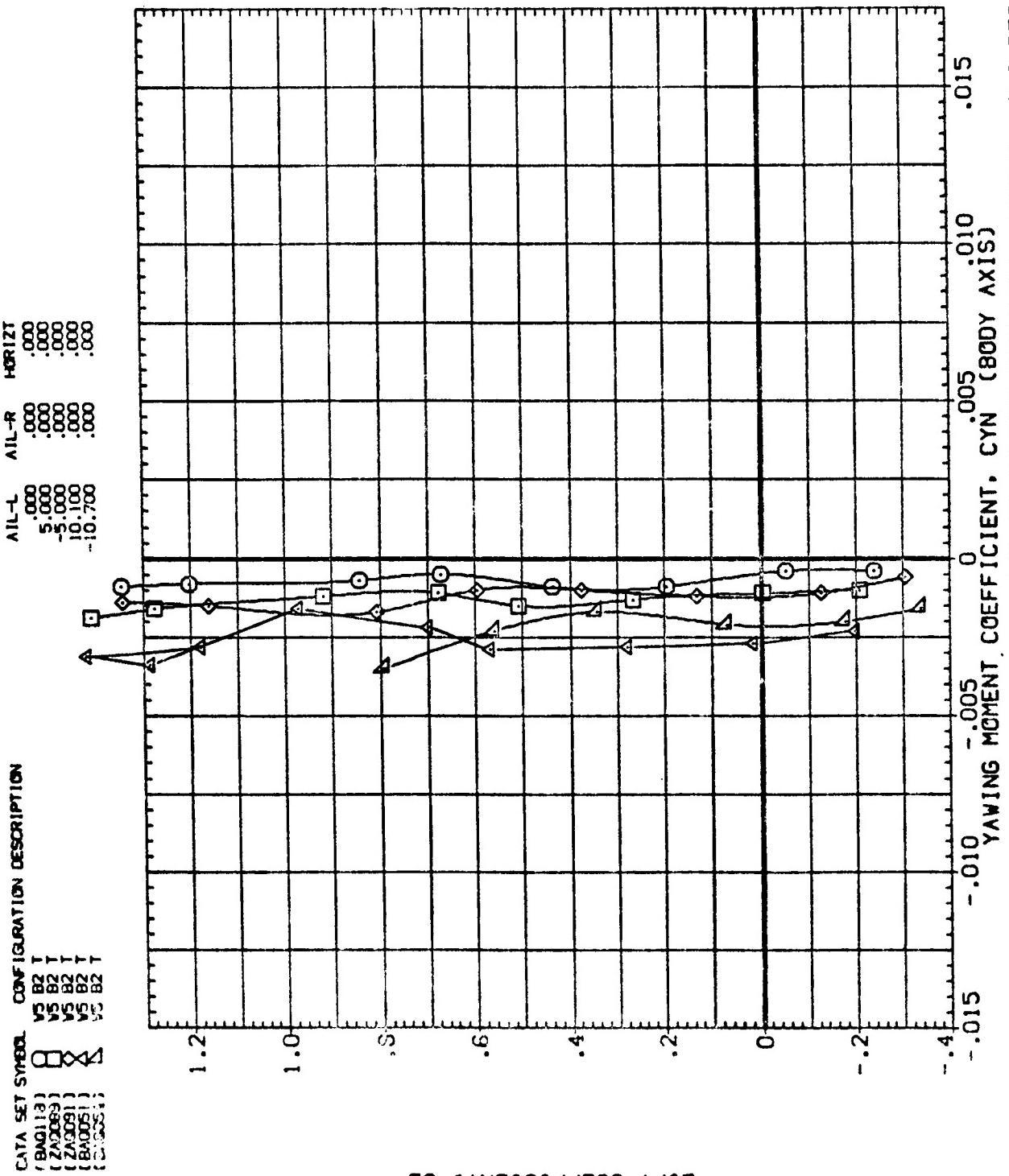


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 0.0 DEG.
 $(\text{B})_{\text{MACH}} = .70$

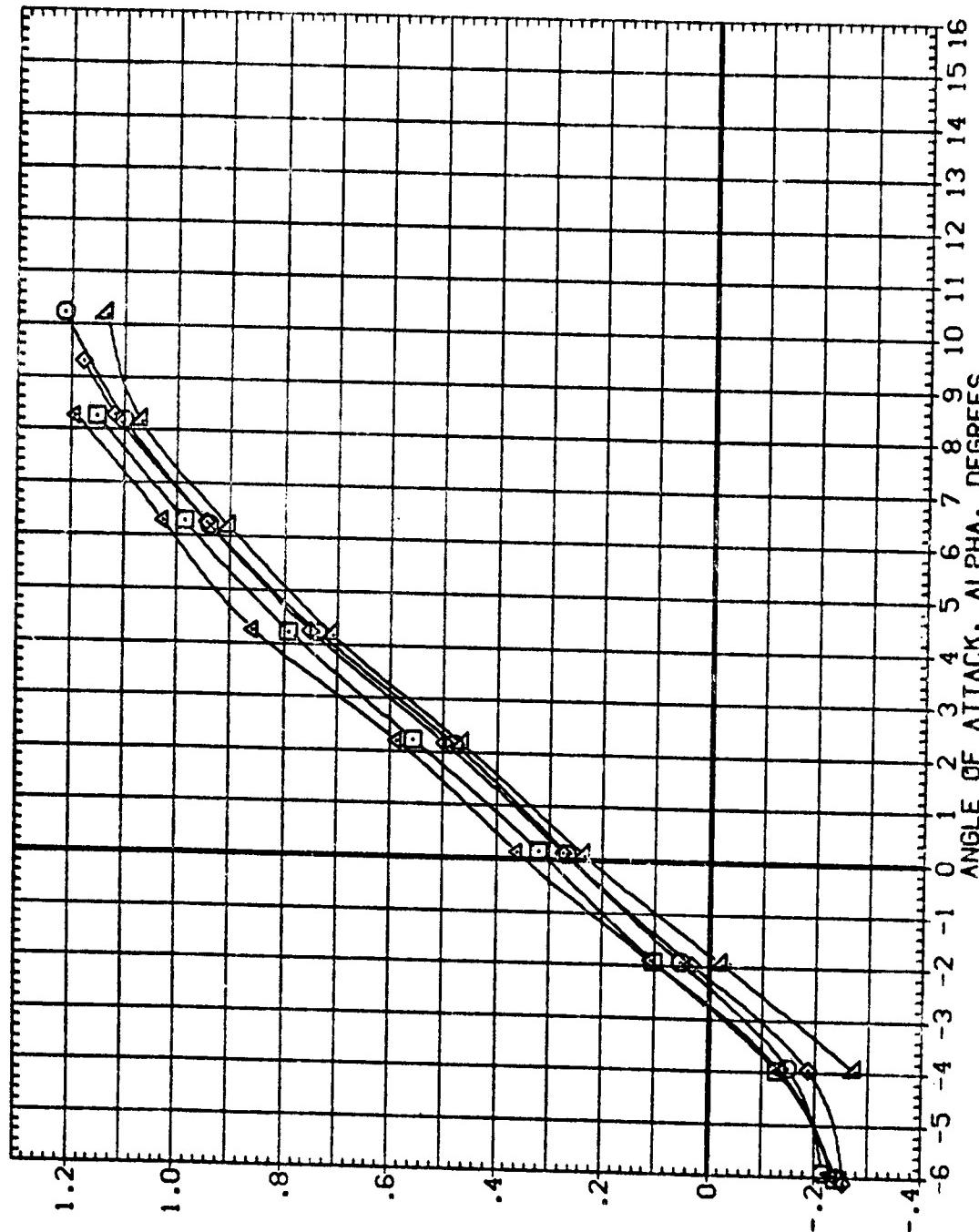
PAGE 12



DATA SET SYMBOL CONFIGURATION DESCRIPTION

(B00118)	VS B2 T
(Z0029)	VS B2 T
(Z0091)	VS B2 T
(B0051)	VS B2 T
(B0054)	VS B2 T

AIL-L	AIL-R	HORIZT
.000	.000	.000
5.000	.000	.000
-5.000	.000	.000
10.000	.000	.000
-10.700	.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 0.0 DEG.
'C'MACH = .80

PAGE 14

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	MQR12T
(BAGQ118)	.000	.000	.000
(ZAC0089)	5.000	.000	.000
(ZAC0091)	-5.000	.000	.000
(BAK0051)	10.100	.000	.000
(BAK0054)	-10.700	.000	.000

AIL-L AIL-R MQR12T

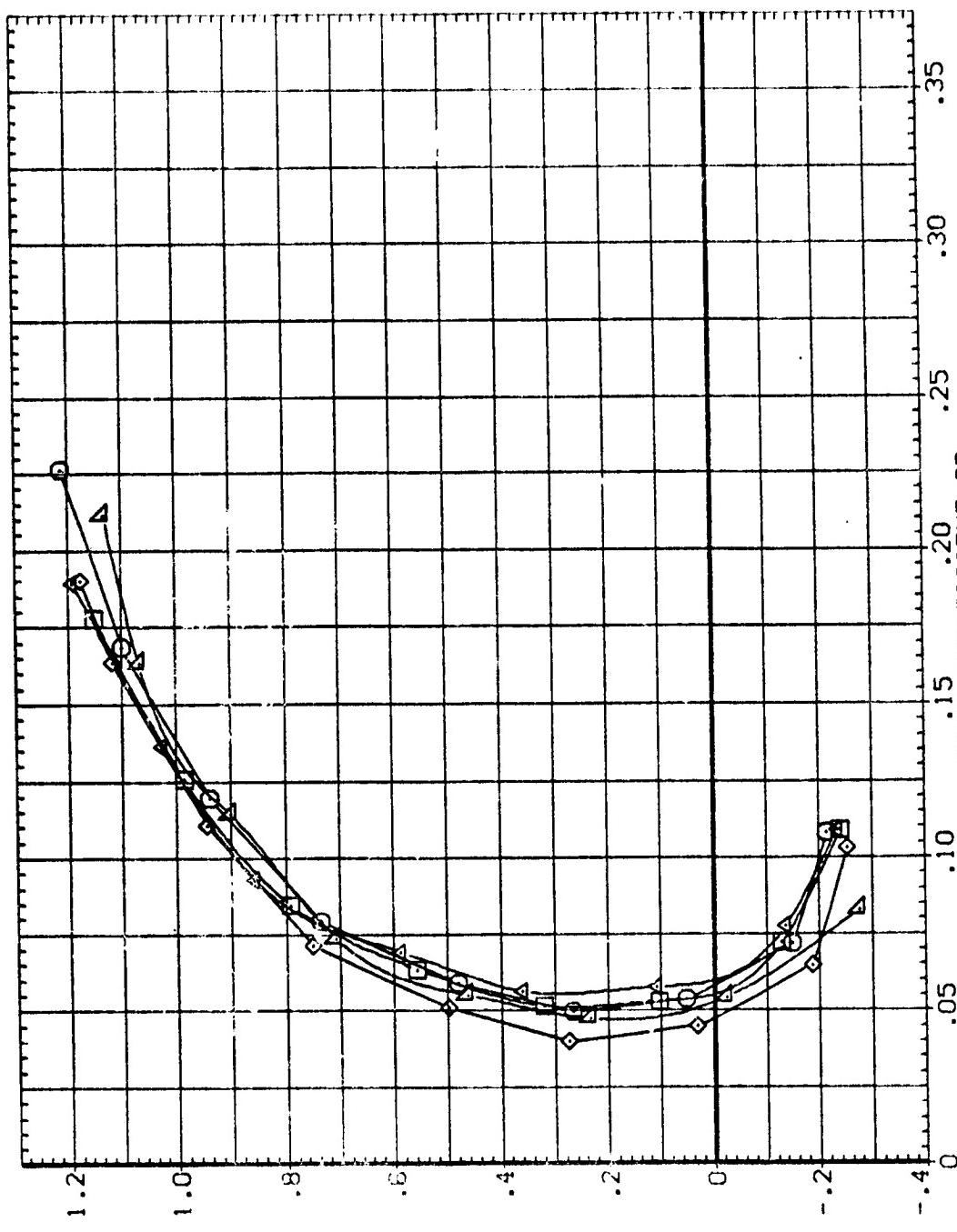
.000 .000 .000

5.000 .000 .000

-5.000 .000 .000

10.100 .000 .000

-10.700 .000 .000



LIFT COEFFICIENT, CL

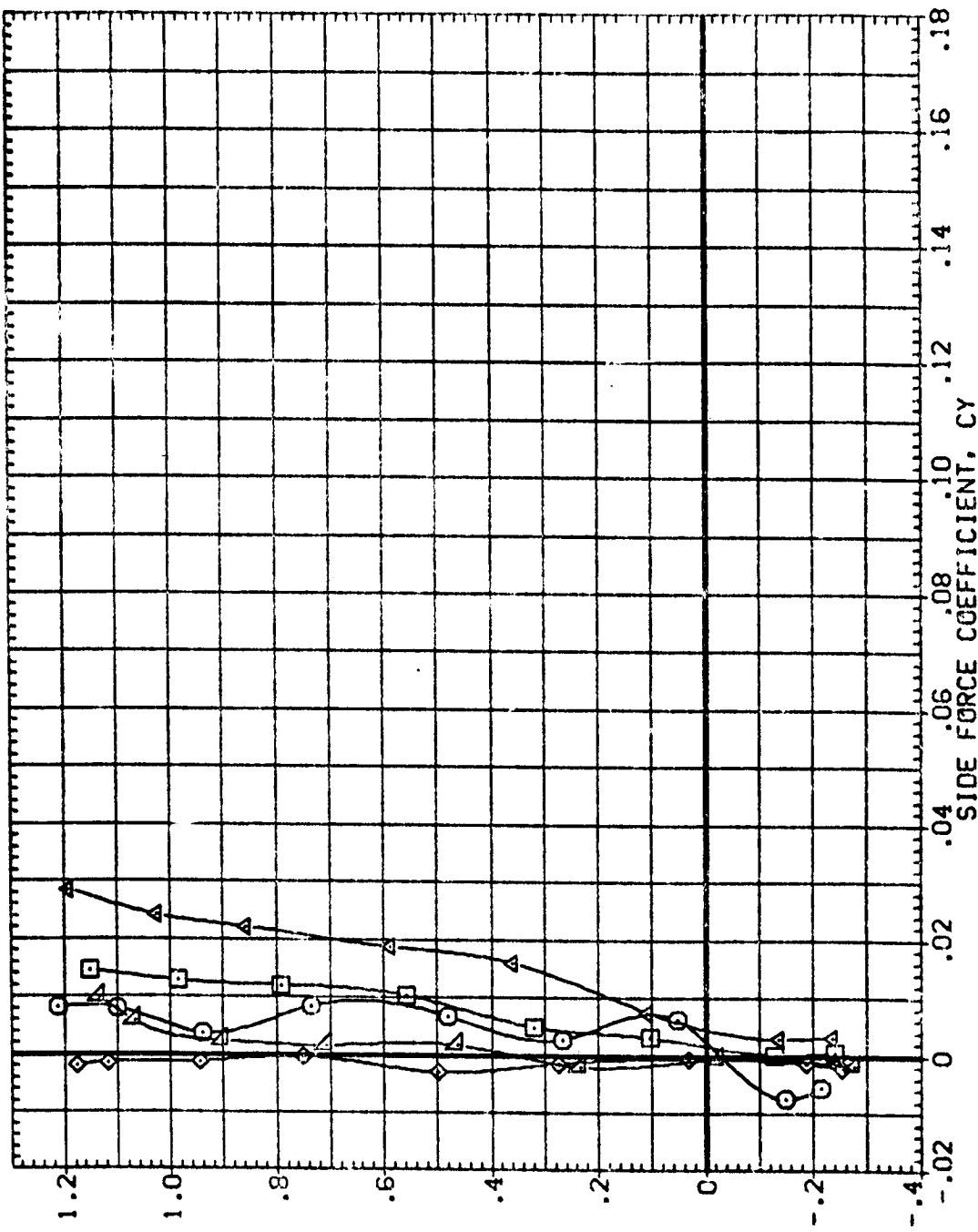
FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 0.0 DEG.
 (C)MACH = .80

PAGE 15

REF ID: A31000000000000000000000000000000

ORIGINATED 12/13/2000

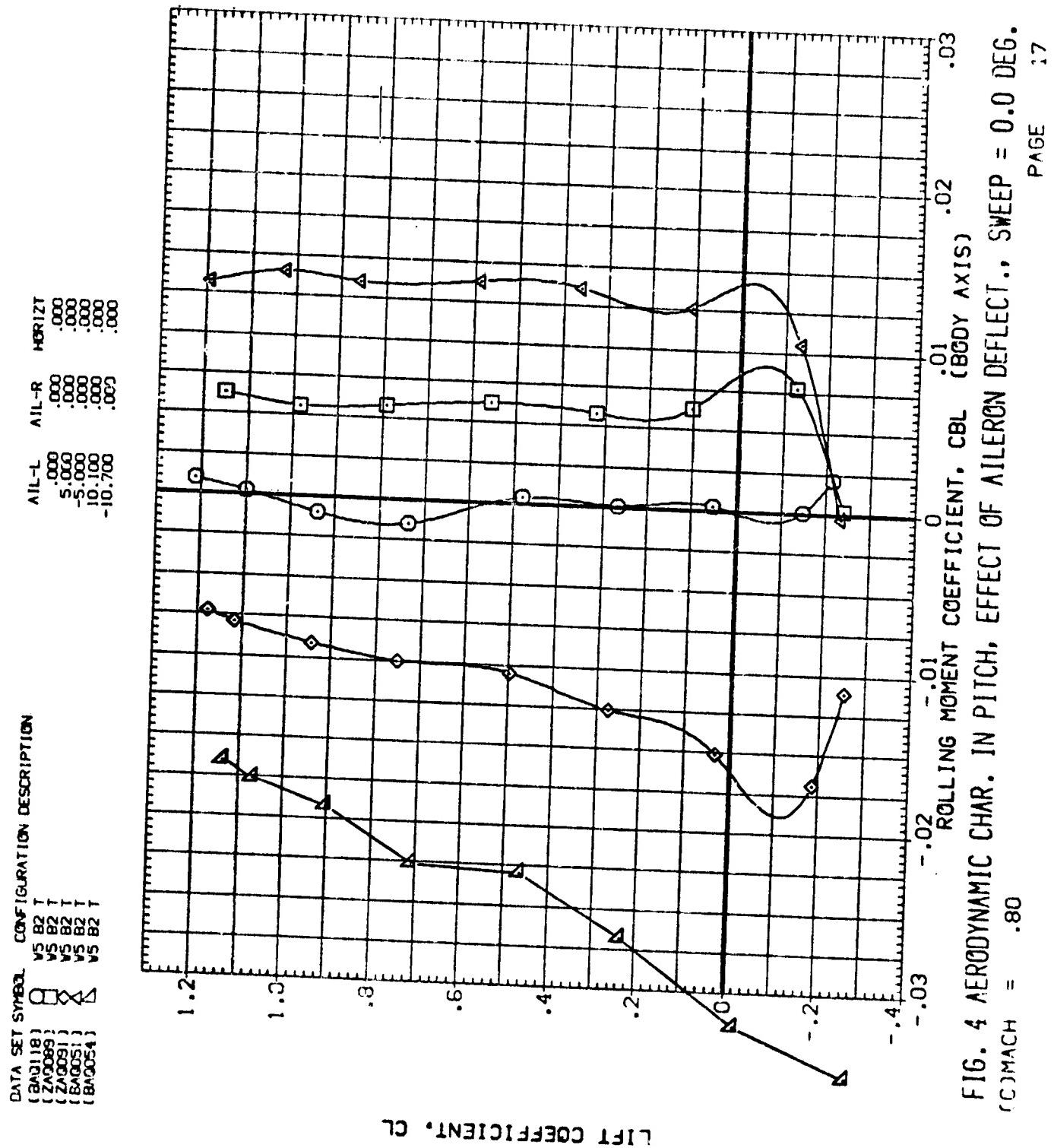
DATA SET SYMBOL	CONFIGURATION DESCRIPTION	AIL-L	AIL-R	HORIZT
(BAQ118)	V5 B2 T	.000	.000	.000
(ZAG089)	V5 B2 T	5.000	.000	.000
(ZAG091)	V5 B2 T	-5.000	.000	.000
(BAG051)	V5 B2 T	10.100	.000	.000
(BAG054)	V5 B2 T	-10.700	.000	.000



LIFT COEFFICIENT. CL

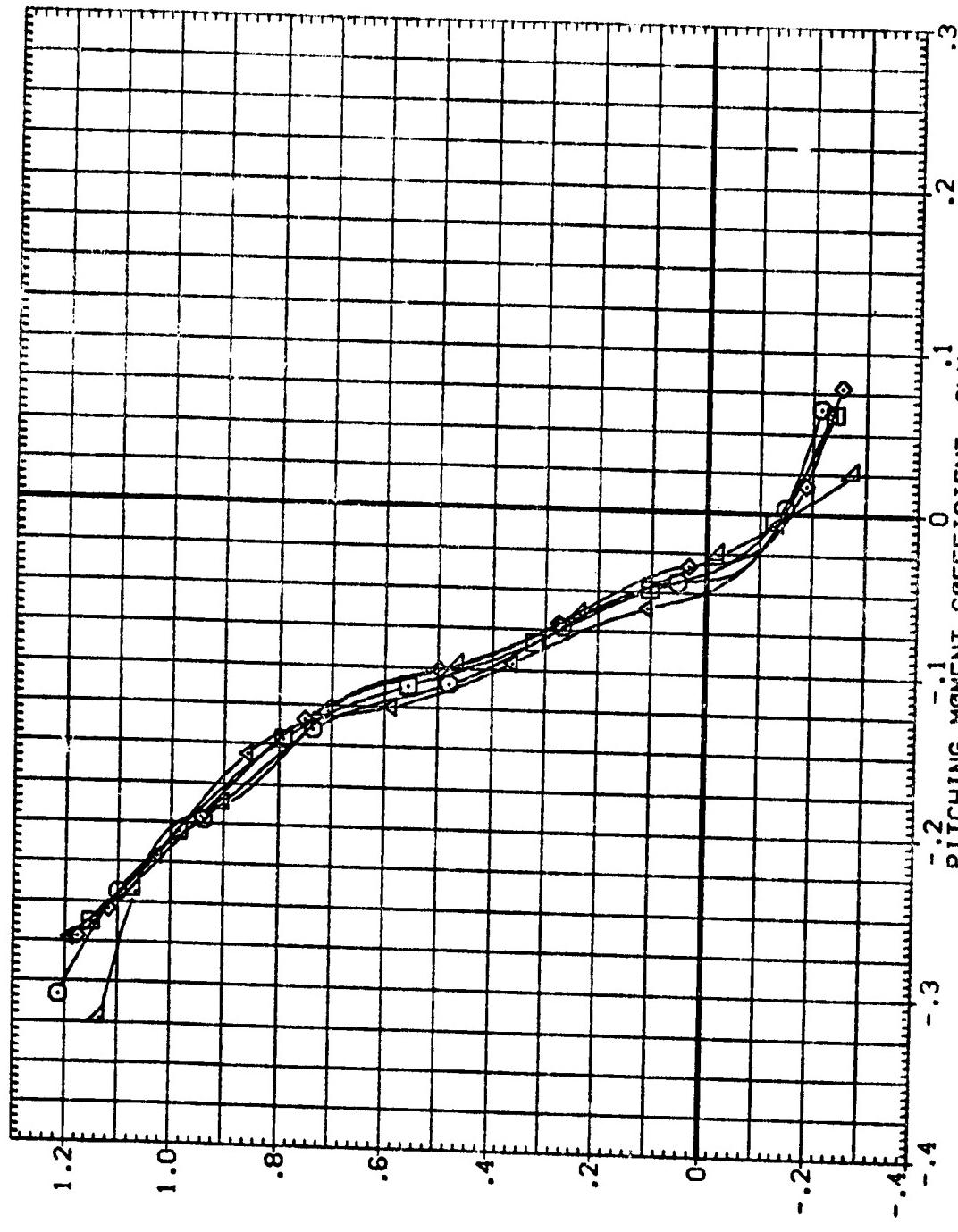
FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 0.0 DEG.
(C)MACH = .80

PAGE 16



DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
{B0018}	.000	.000	.000
{Z0089}	.000	.000	.000
{Z0091}	.000	.000	.000
{B0051}	.000	.000	.000
{B0054}	.000	.000	.000
	-10.700		



LIFT COEFFICIENT. CL

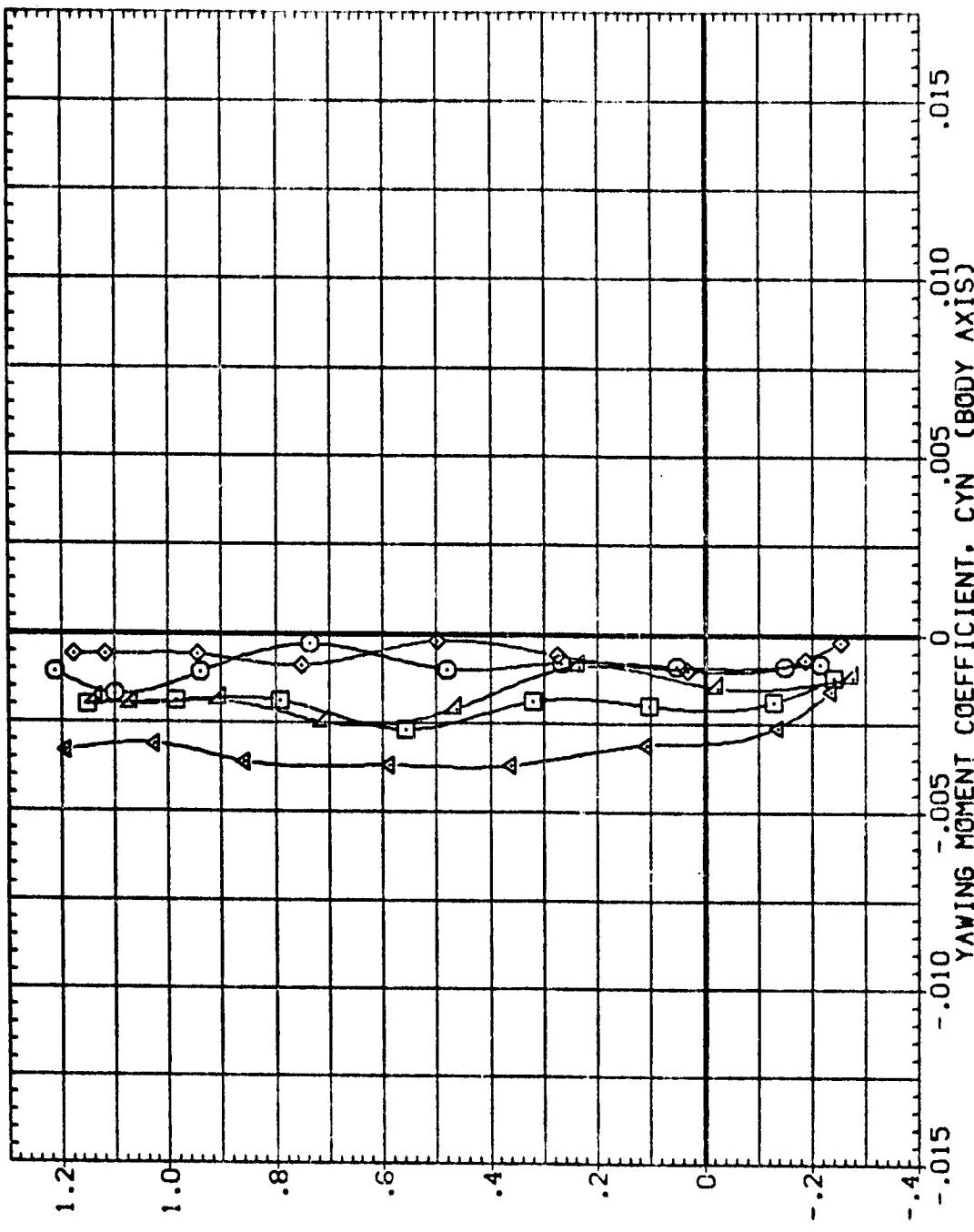
FIG. 4 AERODYNAMIC CHAR. IN PITCH. EFFECT OF AILERON DEFLECT., SWEET = 0.0 DEG.
 $(C)MACH = .80$

PAGE 18

DATA SET SYMBOL CONFIGURATION DESCRIPTION

{B00118}	V5 B2 T
{Z00089}	V5 B2 T
{Z00091}	V5 B2 T
{Z00093}	V5 B2 T
{Z00054}	V5 B2 T

	AIL-L	AIL-R	HORIZT
{B00118}	.000	.000	.000
{Z00089}	5.000	.000	.000
{Z00091}	-5.000	.000	.000
{Z00093}	10.100	.000	.000
{Z00054}	-10.700	.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 0.0 DEG.
(C)MACH = .80

PAGE 19

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(BAD010)	V5 82 1
(BAD096)	V5 82 1
(ZAD072)	V5 82 1
(BAD050)	V5 82 1
(ZAD059)	V5 82 1
(ZAD105)	V5 82 1

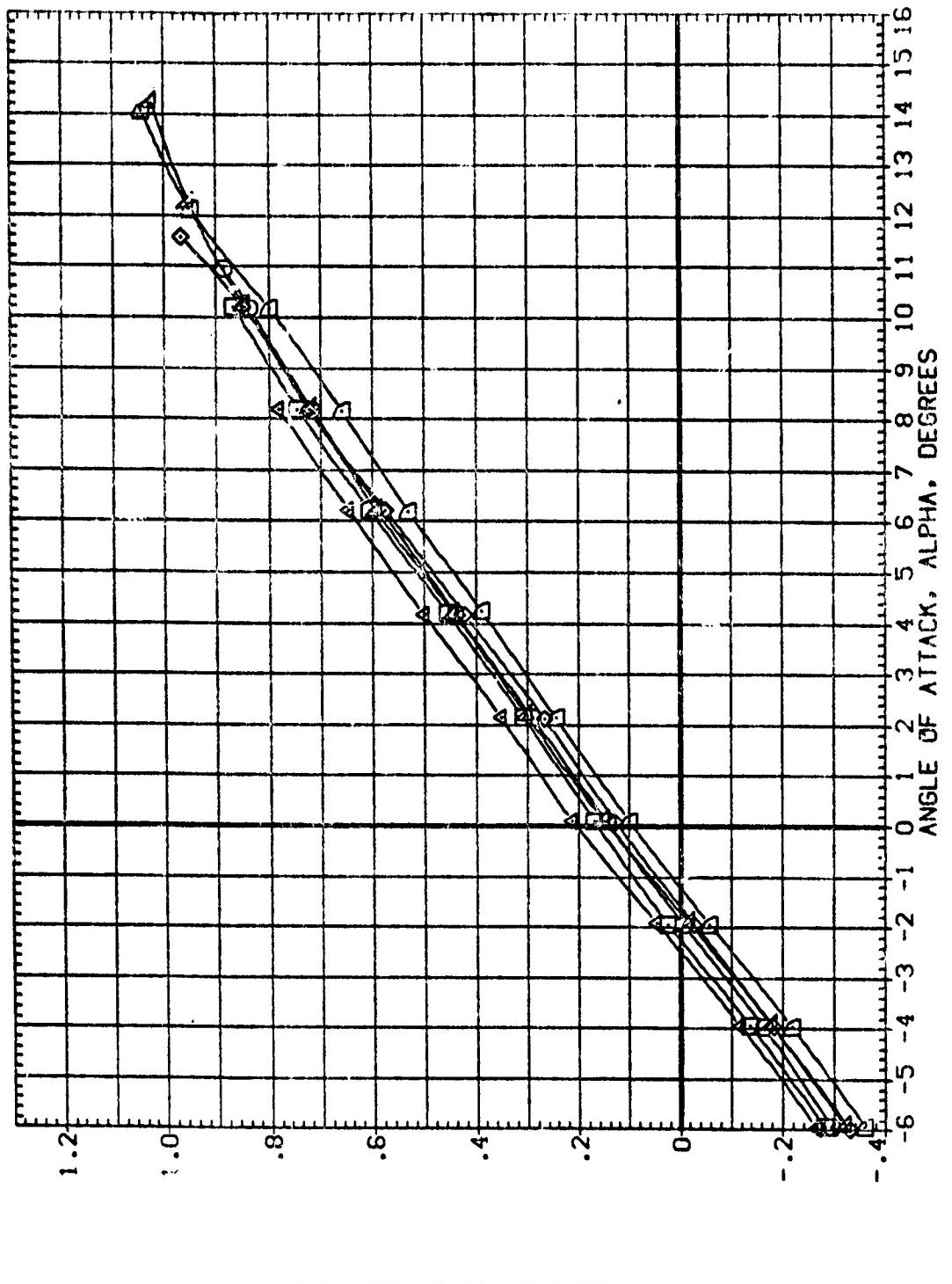
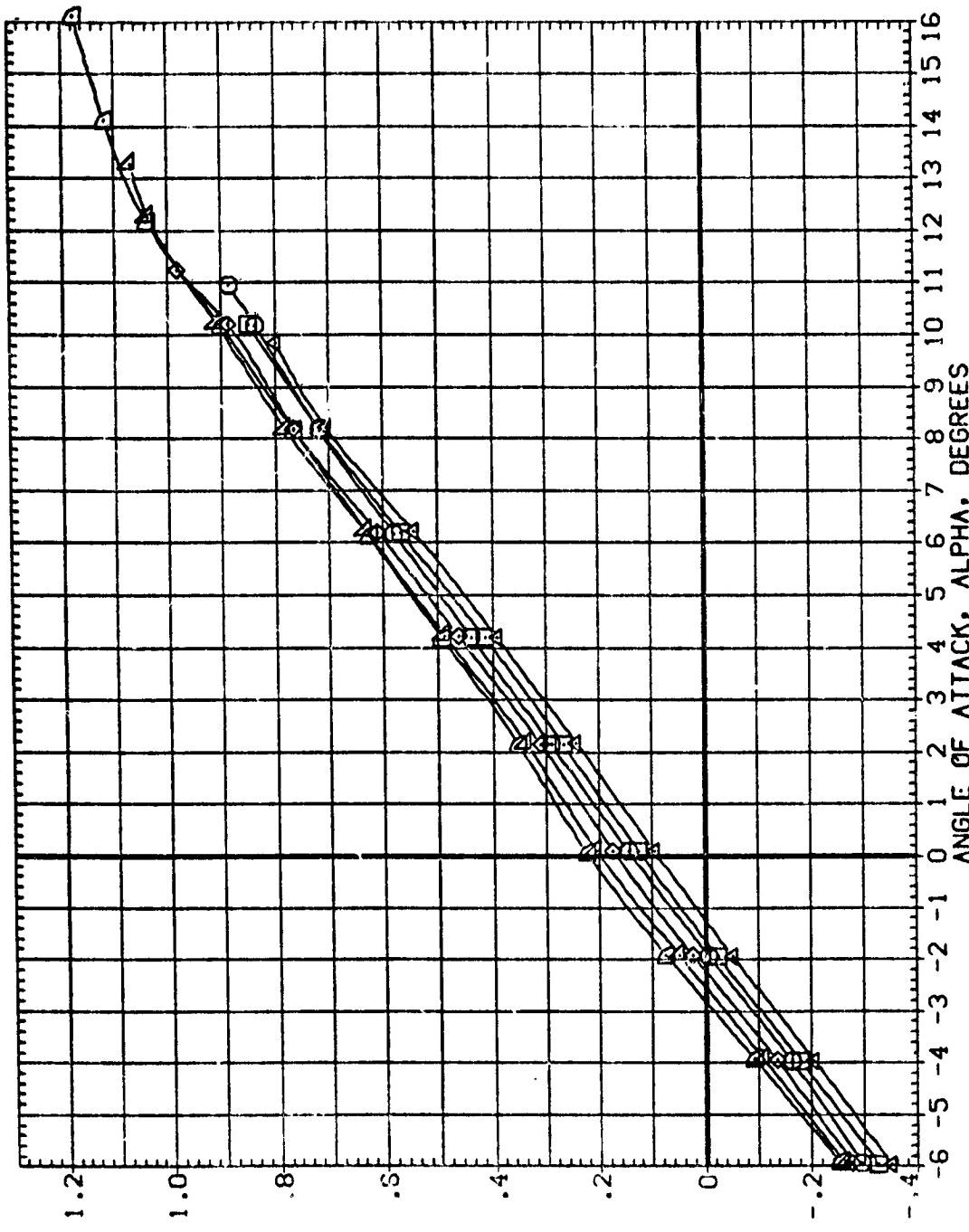


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 45.0 DEG.
 $(\lambda)_{MACH} = .70$

PAGE 20

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
(BAQ110)	V5 B2 T		
(ZAG008)	V5 B2 T		
(ZAG070)	V5 B2 T		
(BAQ065)	V5 B2 T		
(ZAG033)	V5 B2 T		
(ZAG03)	V5 B2 T		



LIFT COEFFICIENT. CL

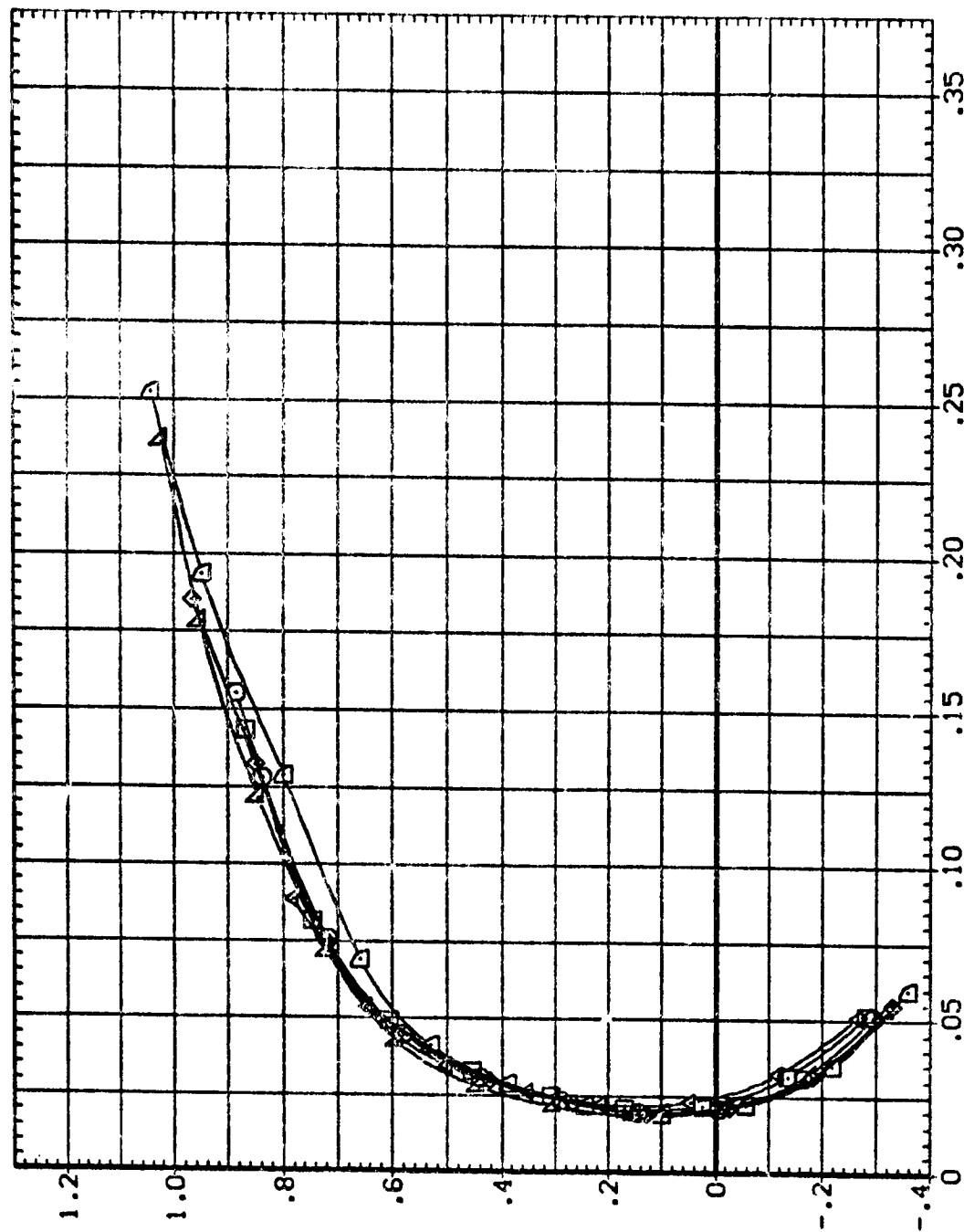
FIG. 4 AERODYNAMIC CHAR. IN PITCH. EFFECT OF AILERON DEFLECT., SWEEP =45.0 DEG.

MACH = .70

PAGE 21

DATA SET SYMBOL	CONFIGURATION DESCRIPTION
(BAG110)	V5 B2 1
(BAG006)	V5 B2 1
(ZAG072)	V5 B2 1
(BAG069)	V5 B2 1
(ZAG078)	V5 B2 1
(ZAG105)	V5 B2 1

AIL-L	AIL-R	HORIZT
.000	.000	.000
5.000	.000	.000
-5.000	.000	.000
10.100	.000	.000
-10.700	.000	.000
-14.300	.000	.000



LIFT COEFFICIENT, CL

REPRODUCED
ORIGINALLY

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
 $(V_{MACH} = .70)$

PAGE 22

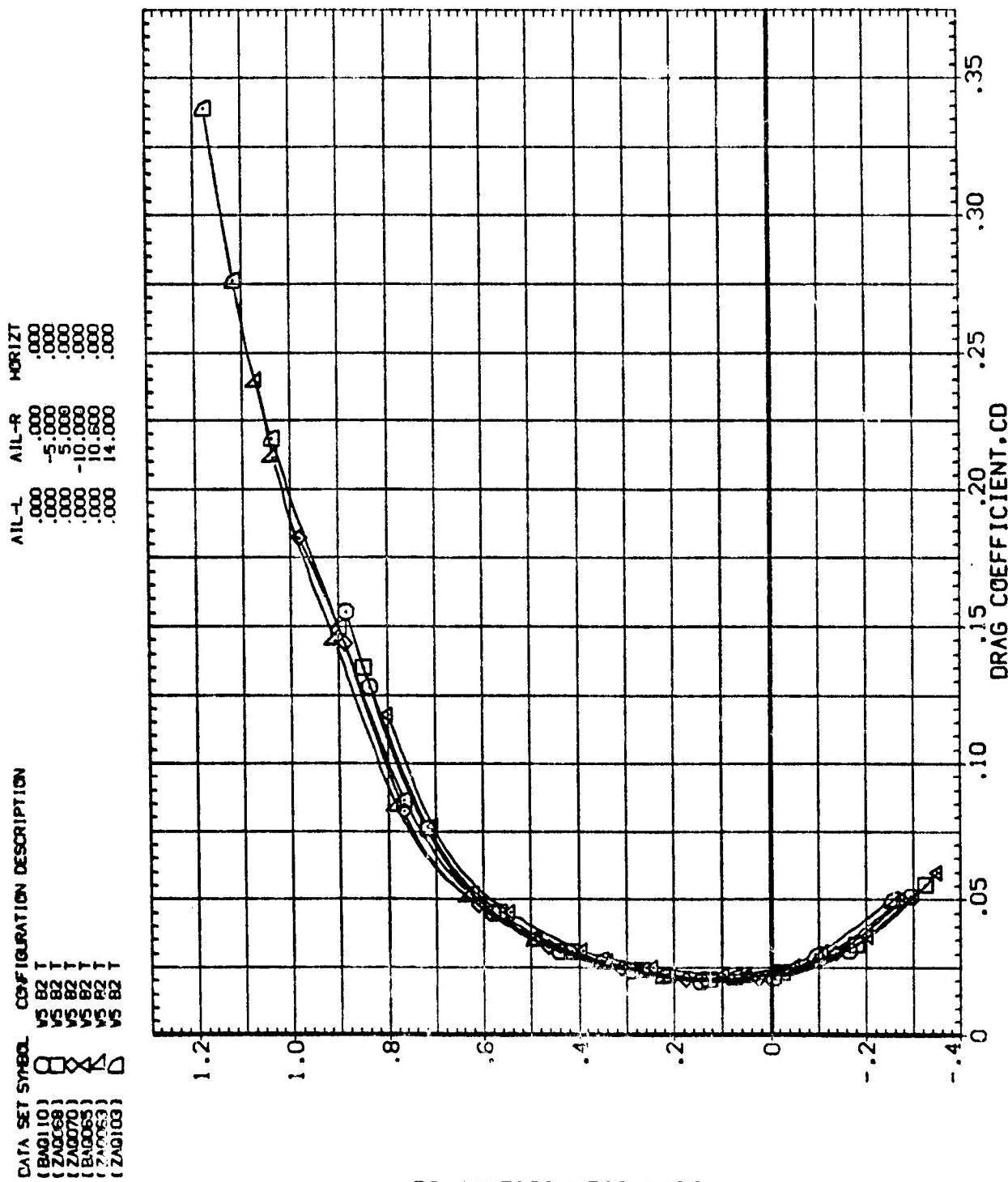
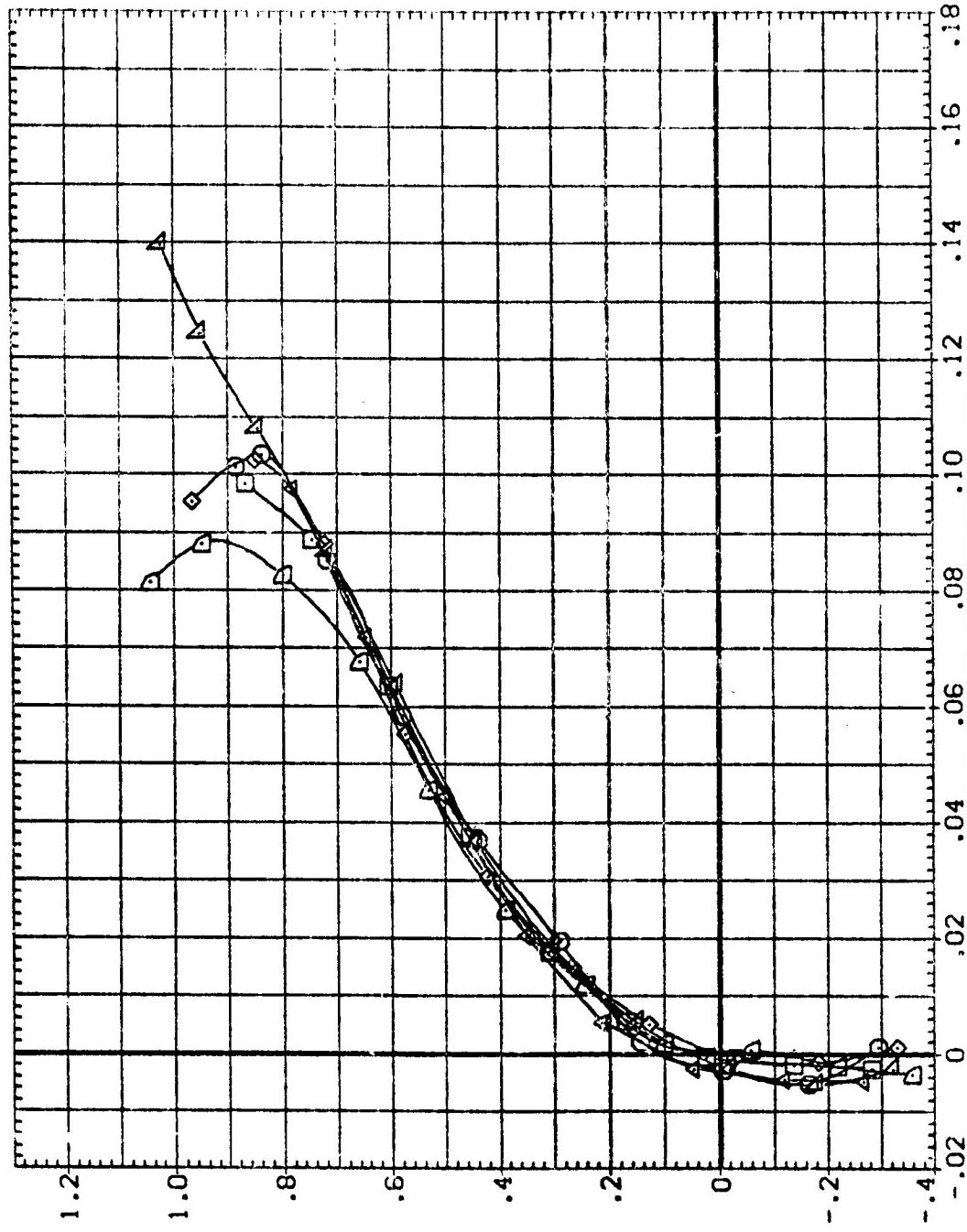


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =45.0 DEG.
 $(\text{MACH}) = .70$

PAGE 23

DATA SET SYMBOL	CONFIGURATION DESCRIPTION
(BAQ110)	V5 B2 T
(BAQ086)	V5 B2 T
(ZAQ072)	V5 B2 T
(BAQ060)	V5 B2 T
(ZAQ058)	V5 B2 T
(ZAQ105)	V5 B2 T

	AIL-L	AIL-R	HORIZT
.000	.000	.000	.000
5.000	.000	.000	.000
-5.000	.000	.000	.000
10.000	.000	.000	.000
-10.000	.000	.000	.000
-10.700	.000	.000	.000
-14.300	.000	.000	.000



LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG,
 $\Delta MACH = .70$

PAGE 24

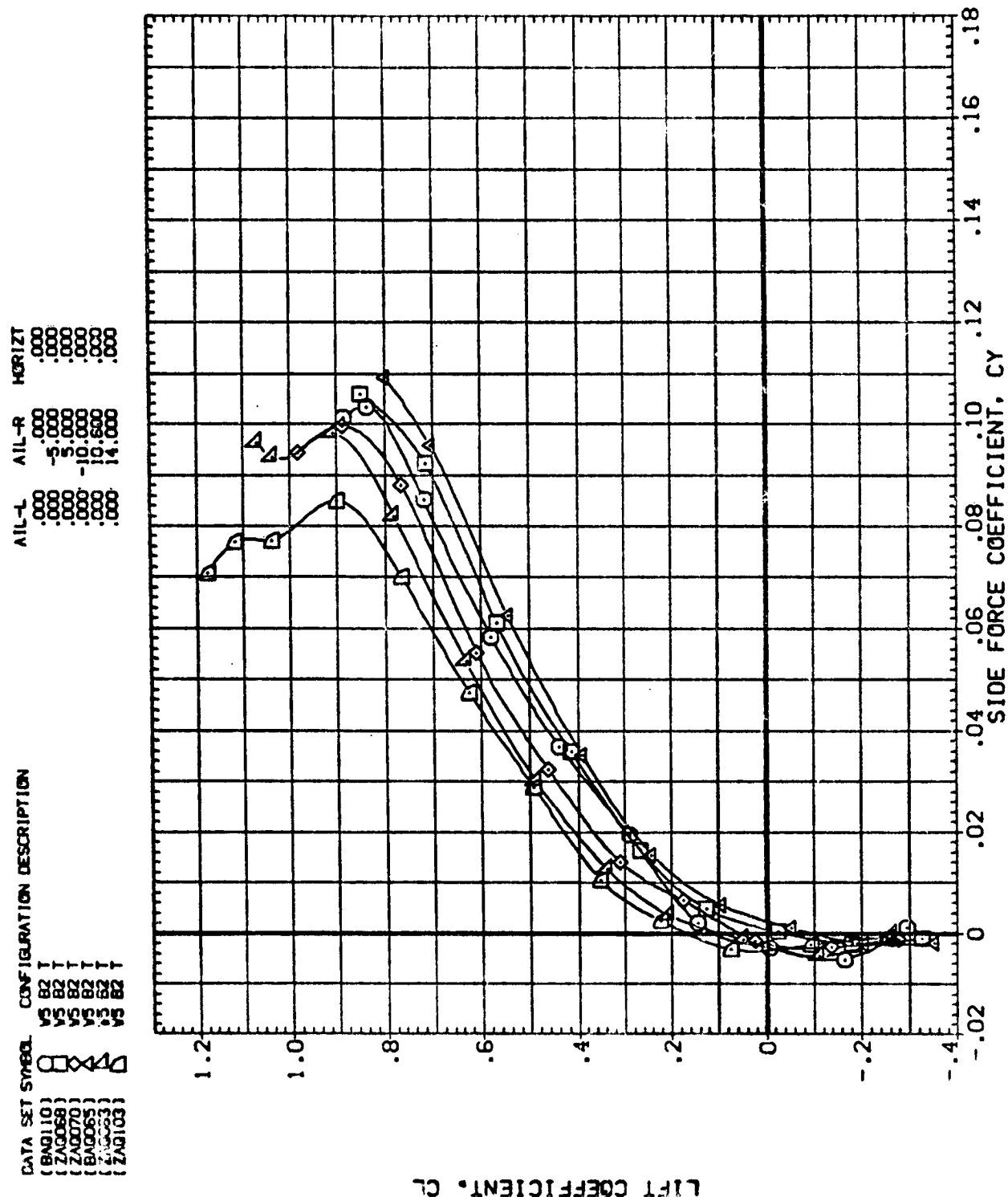
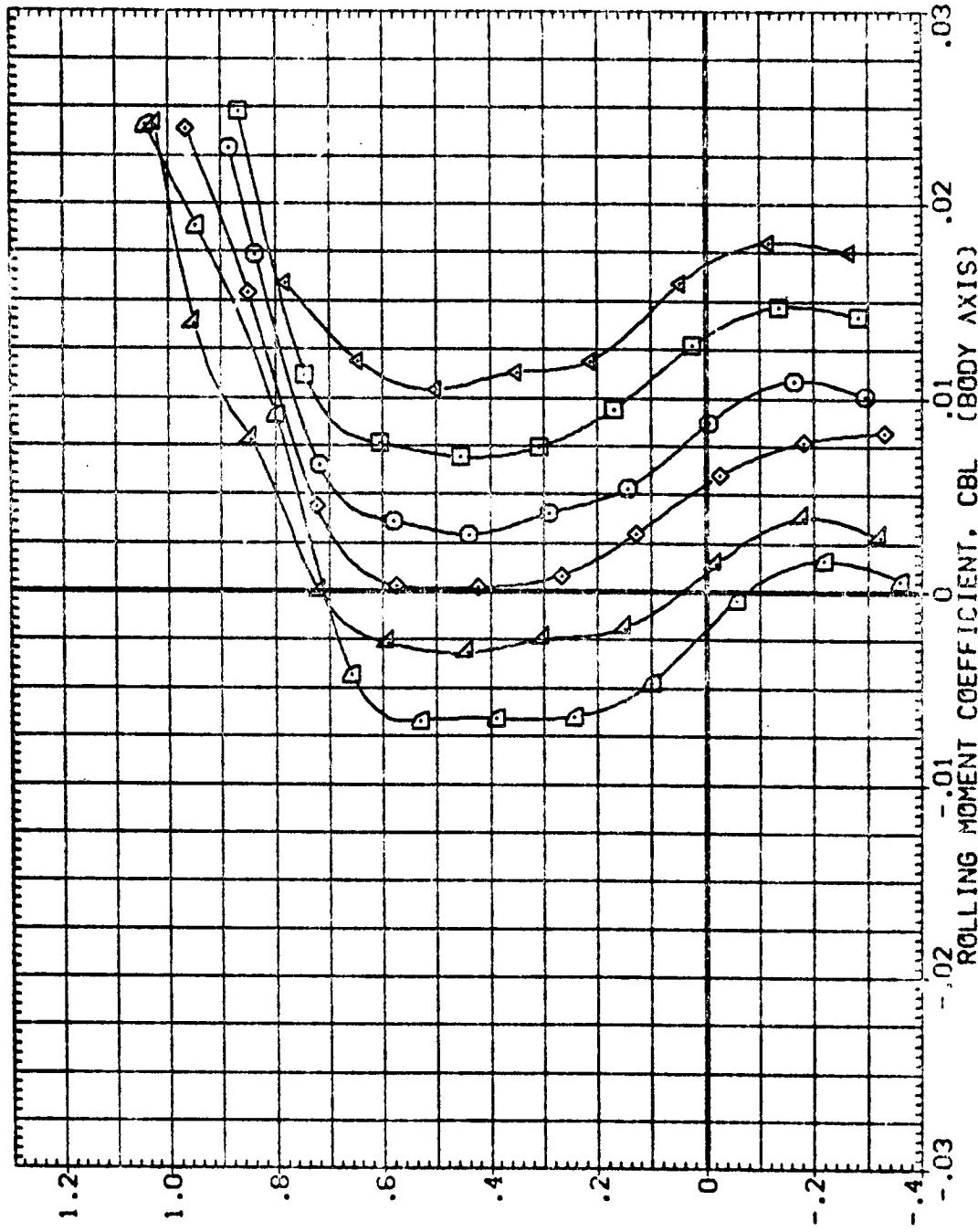


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =45.0 DEG.
 (α) MACH = .70
 PAGE 25

REPRODUCED BY GOVERNMENT CONTRACTOR
ORIGINATOR OF ORIGINAL DATA

DATA SET SYMBOL	CONFIGURATION DESCRIPTION
(BAQ110)	V5 B2 1
(BAQ06)	V5 B2 1
(ZAD072)	V5 B2 1
(BAQ050)	V5 B2 1
(ZAD058)	V5 B2 1
(ZAD05)	V5 B2 1



LIFT COEFFICIENT. CL

F16. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =45.0 DEG.
(A)MACH = .70
PAGE 26

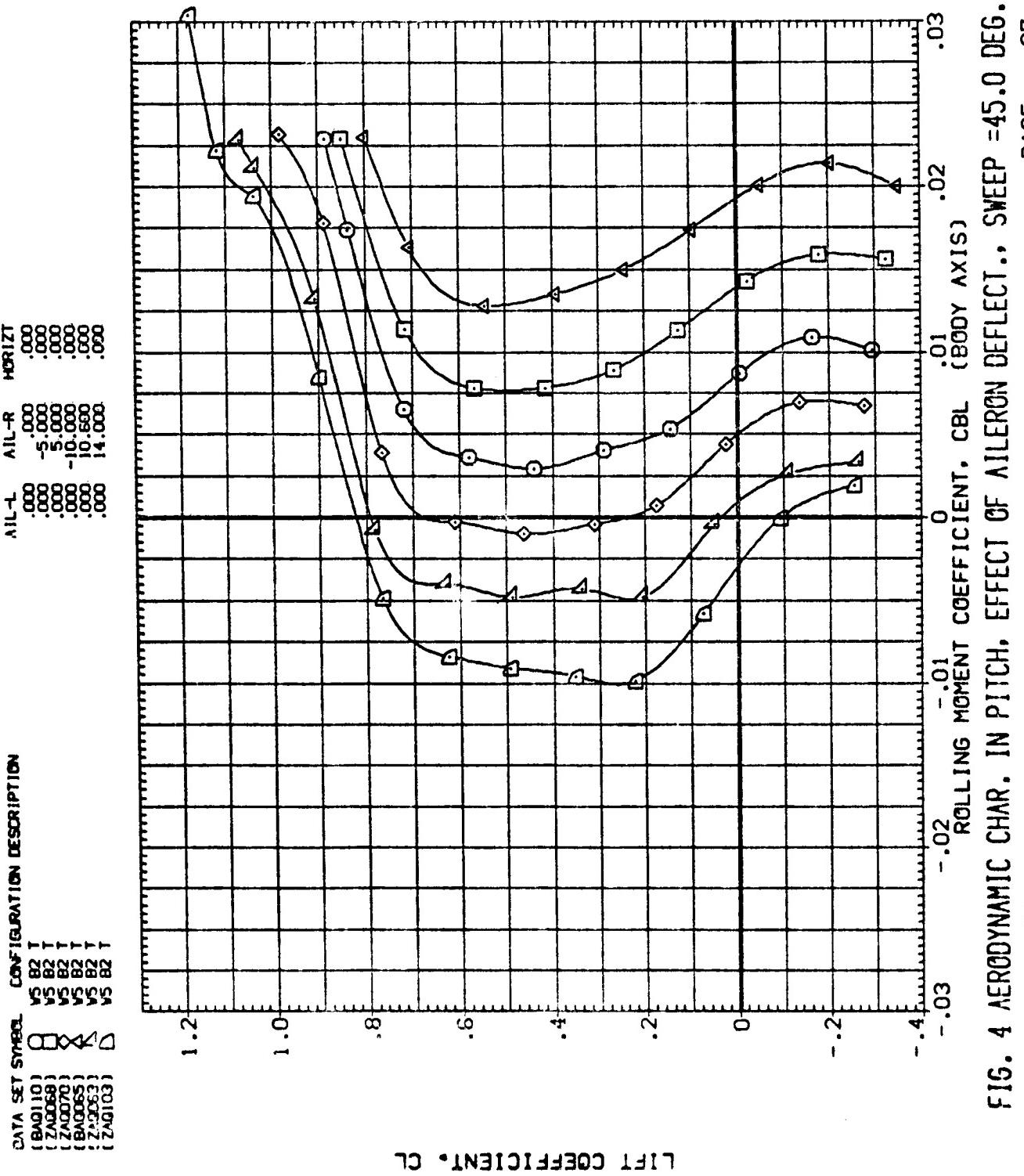
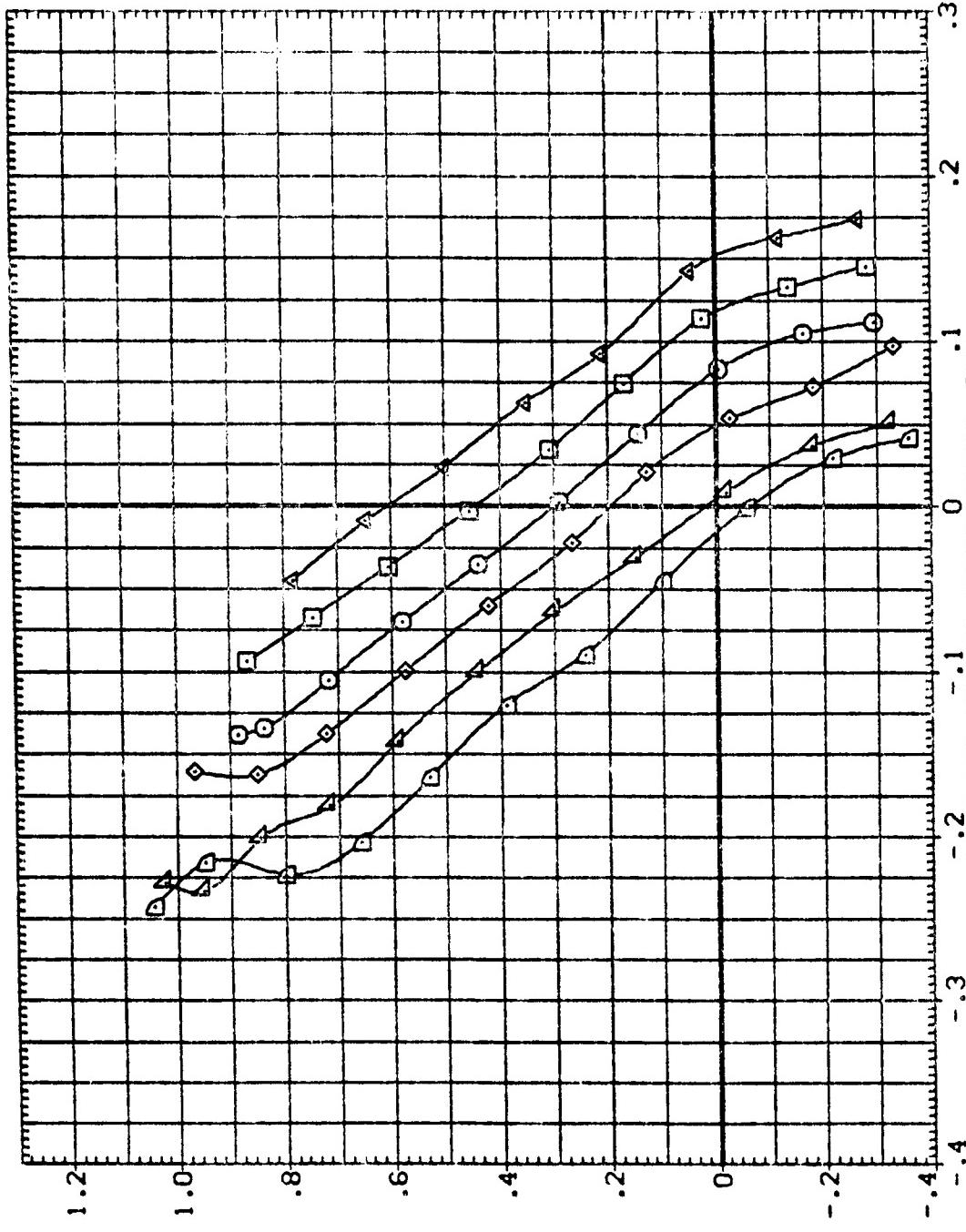


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =45.0 DEG.
 $(\lambda)_MACH = .70$

DATA SET SYMBOL	CONFIGURATION DESCRIPTION
(B10010)	V5 82 1
(B10006)	V5 82 1
(B10072)	V5 82 1
(B10050)	V5 82 1
(2A1052)	V5 82 1
(2D0105)	V5 82 1



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =45.0 DEG.
 $\text{MACH} = .70$

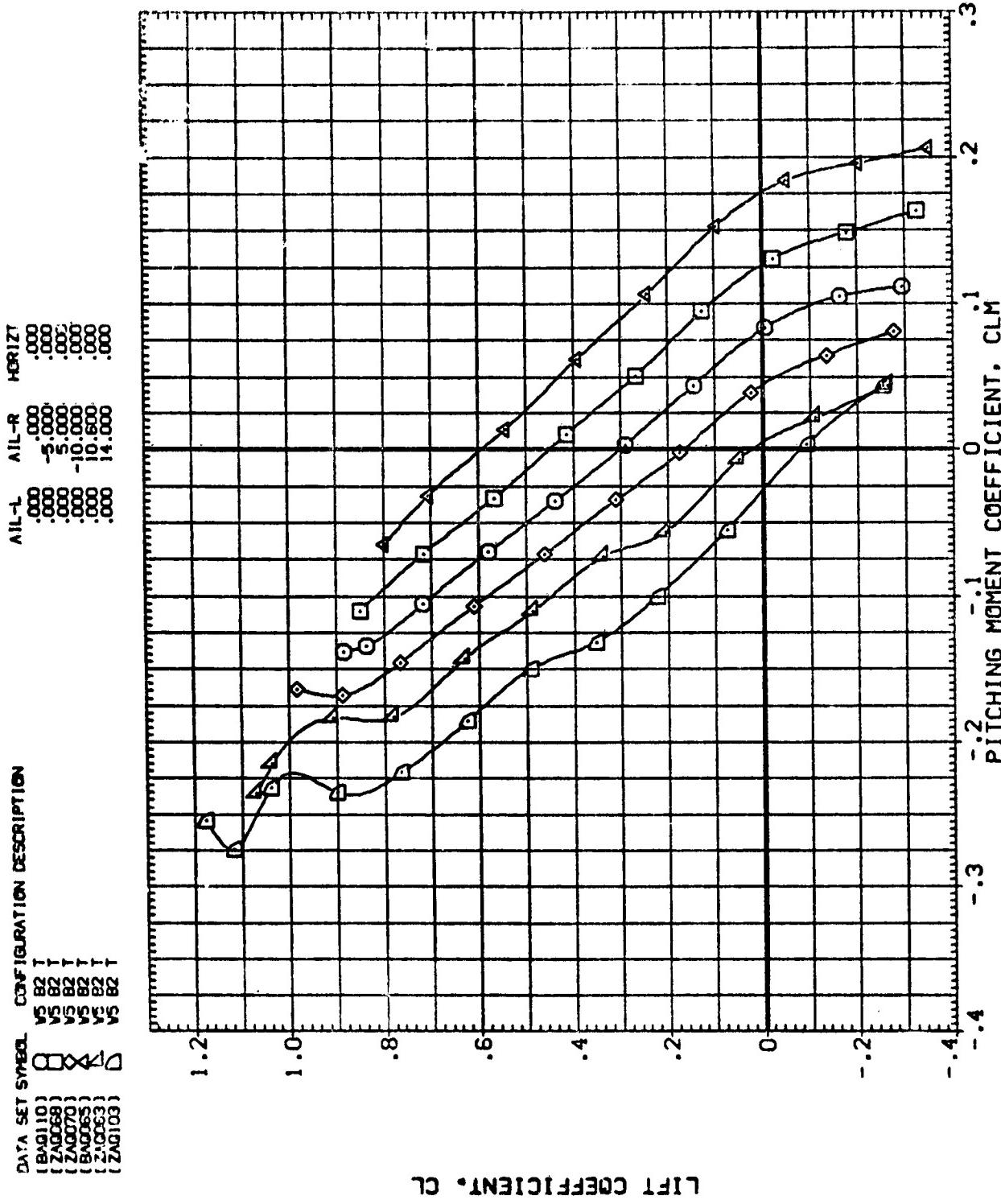
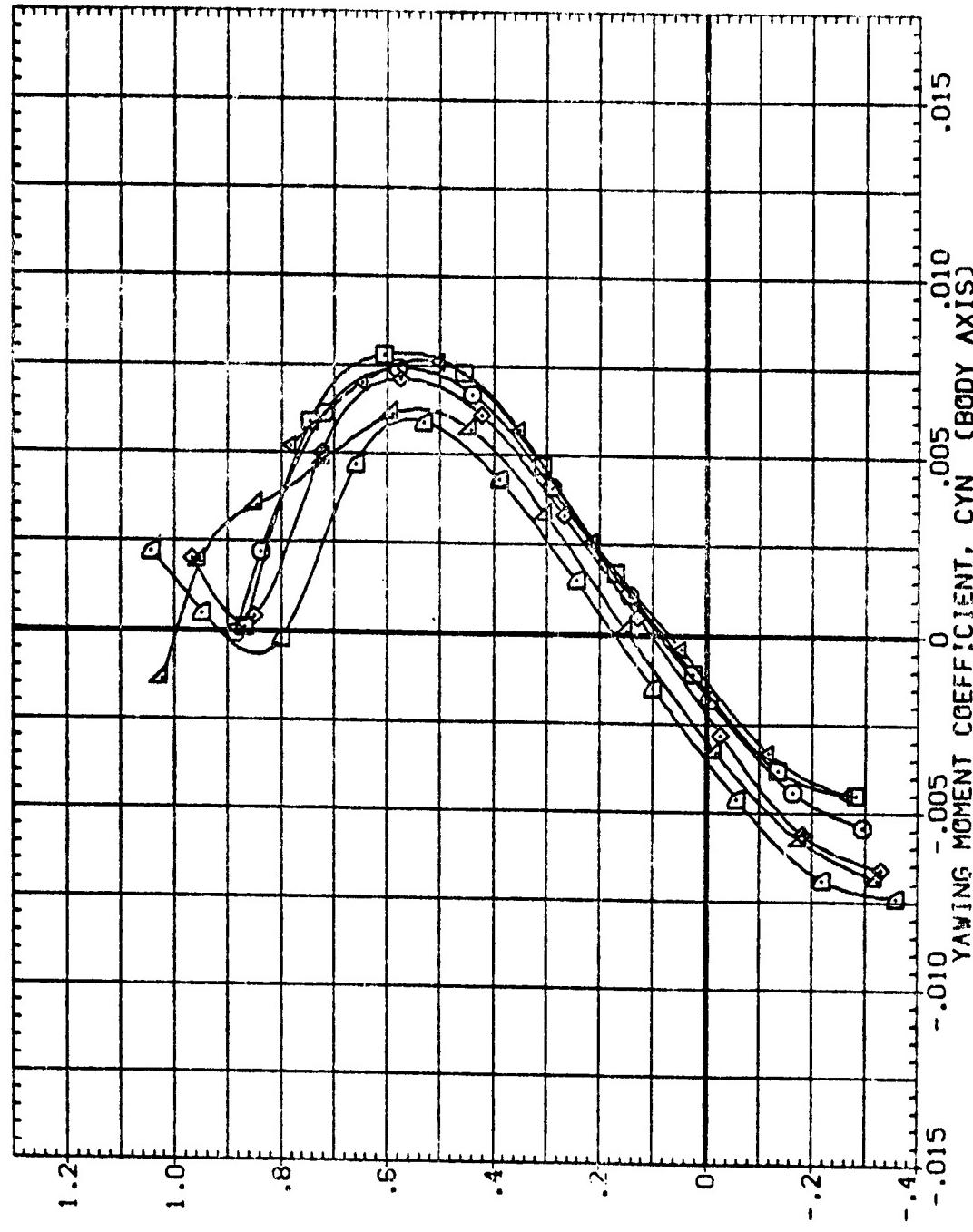


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 45.0 DEG.
PAGE 29

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
(BAQ110)	VS 82 T		
(BAQ086)		VS 82 T	
(ZAQ072)		VS 82 T	
(BAQ060)		VS 82 T	
(ZAQ058)		VS 82 T	
(ZAG115)		VS 82 T	



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
 (A)MACH = .70

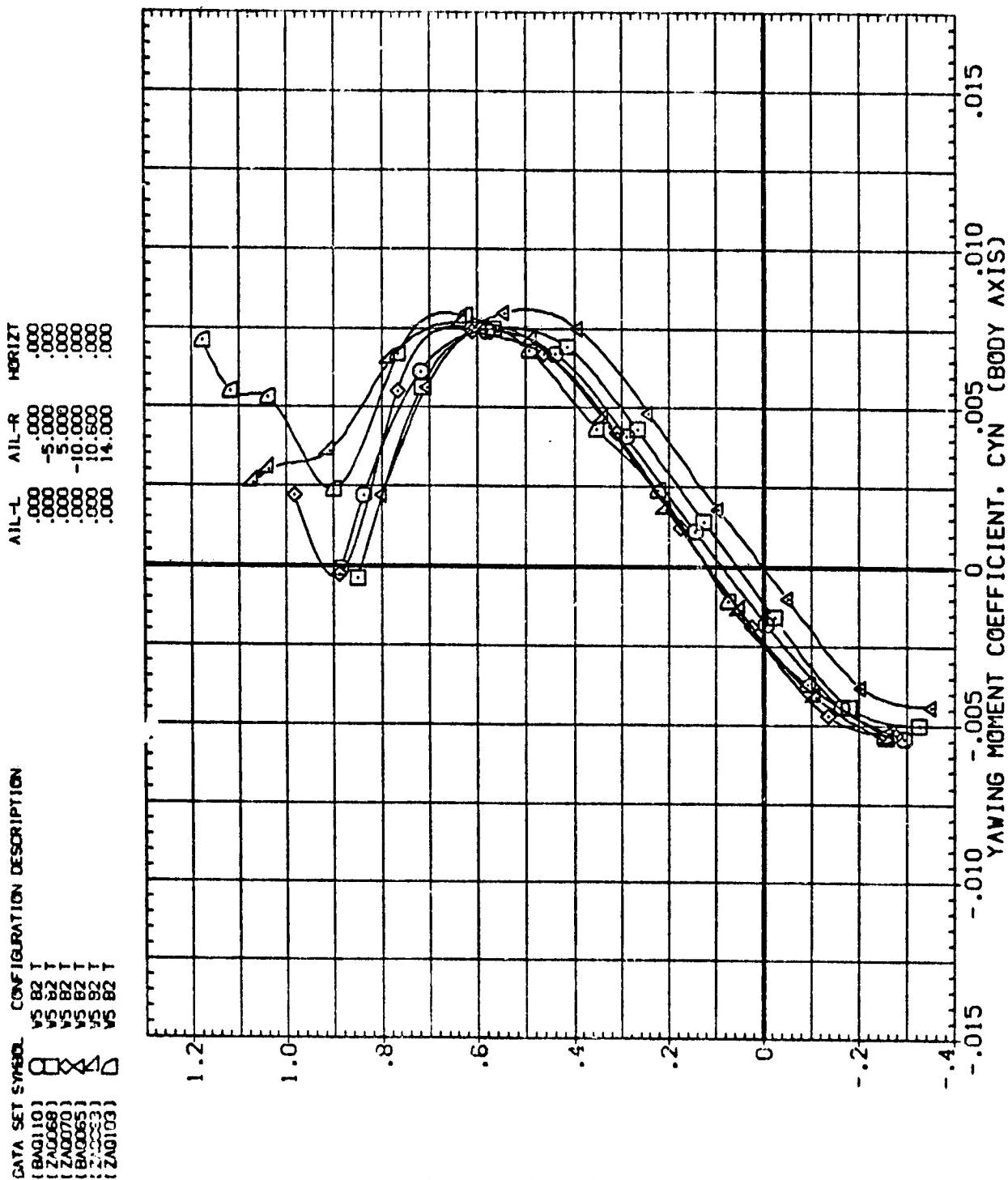
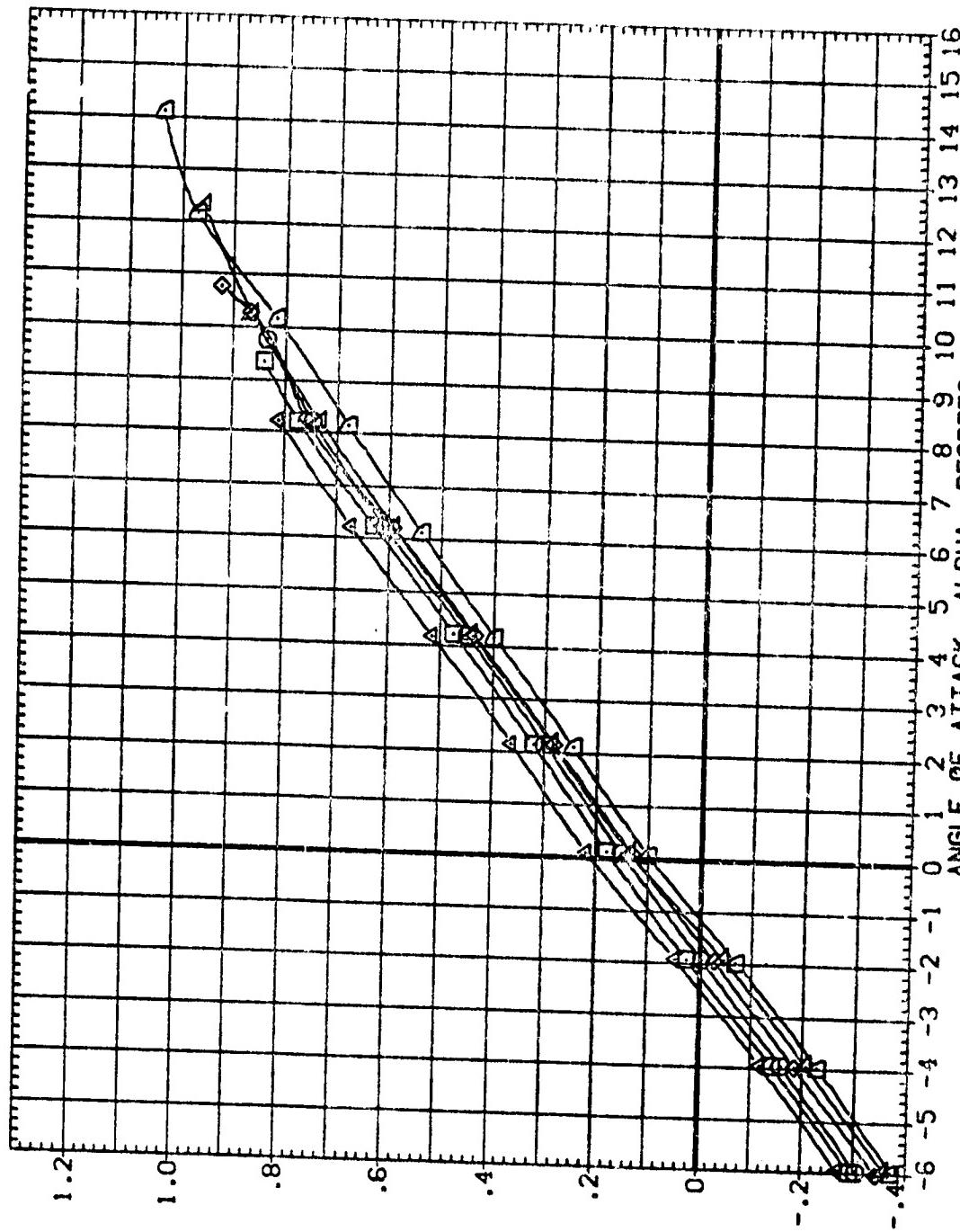


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
 $\alpha_{MACH} = .70$

PAGE 31

DATA SET SYMBOL CONFIGURATION DESCRIPTION

DATA SET SYMBOL	CONFIGURATION DESCRIPTION
(BAQ110)	V5 B2 T
(BAQ086)	V5 B2 T
(ZAQ072)	V5 B2 T
(BAQ050)	V5 B2 T
(ZAQ056)	V5 B2 T
(ZAQ105)	V5 B2 T



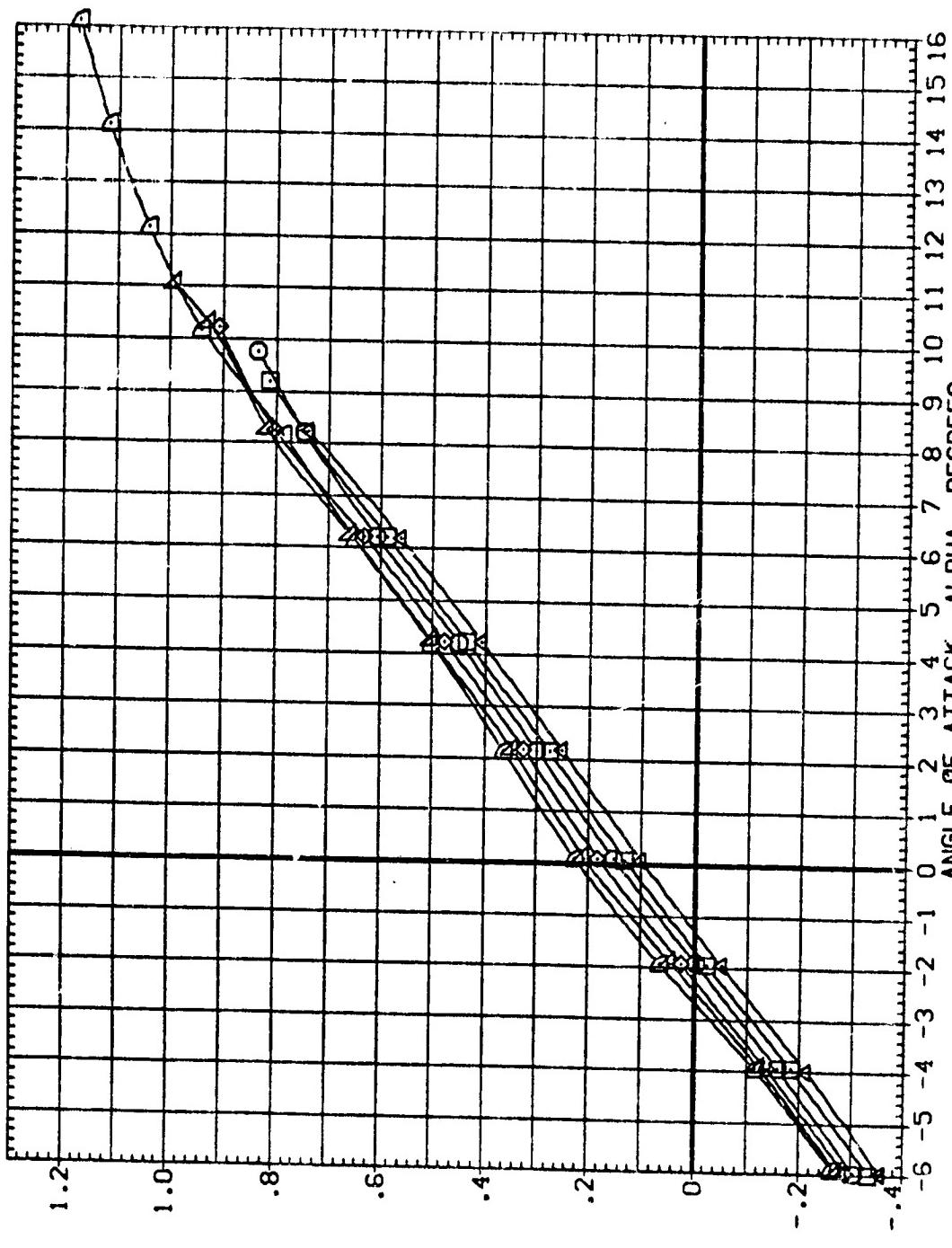
LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
 $(\delta_{MACH}) = .80$

PAGE 32

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
{BA0110}	.000	.000	.000
{BA0068}	.000	-5.000	.000
{ZAO070}	.000	5.000	.000
{BA0065}	.000	-10.000	.000
{ZAO063}	.000	10.000	.000
{ZAO103}	.000	14.000	.000



LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.

(B)MACH = .80

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
(BAG110)	.000	.000	.000
(BAG086)	.000	.000	.000
(ZAG072)	-5.000	.000	.000
(BAG060)	10.100	.000	.000
(ZAG058)	-10.700	.000	.000
(ZAG105)	-14.300	.000	.000

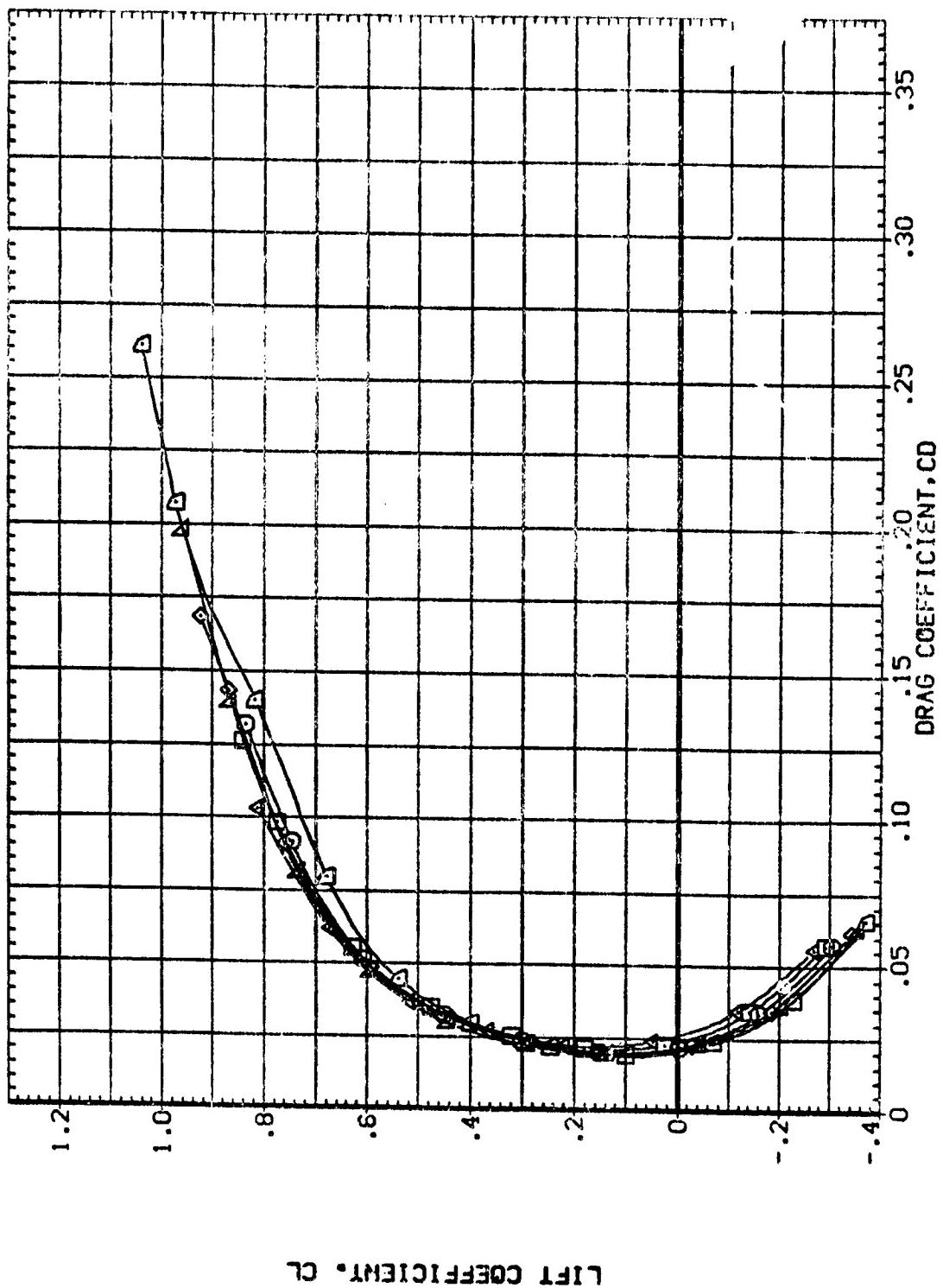


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SLEEP = 45.0 DEG.
(B)MACH = .80

PAGE 34

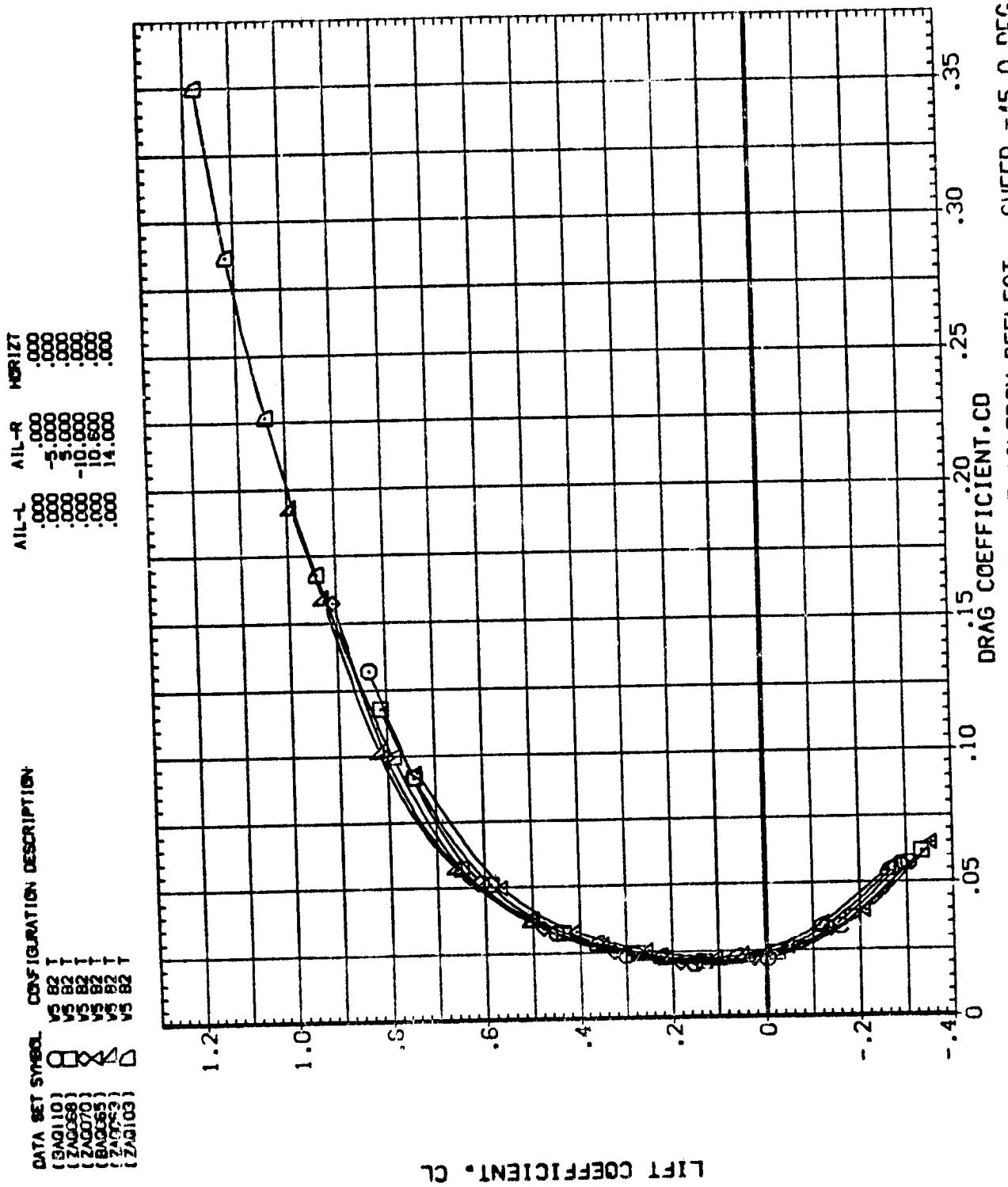
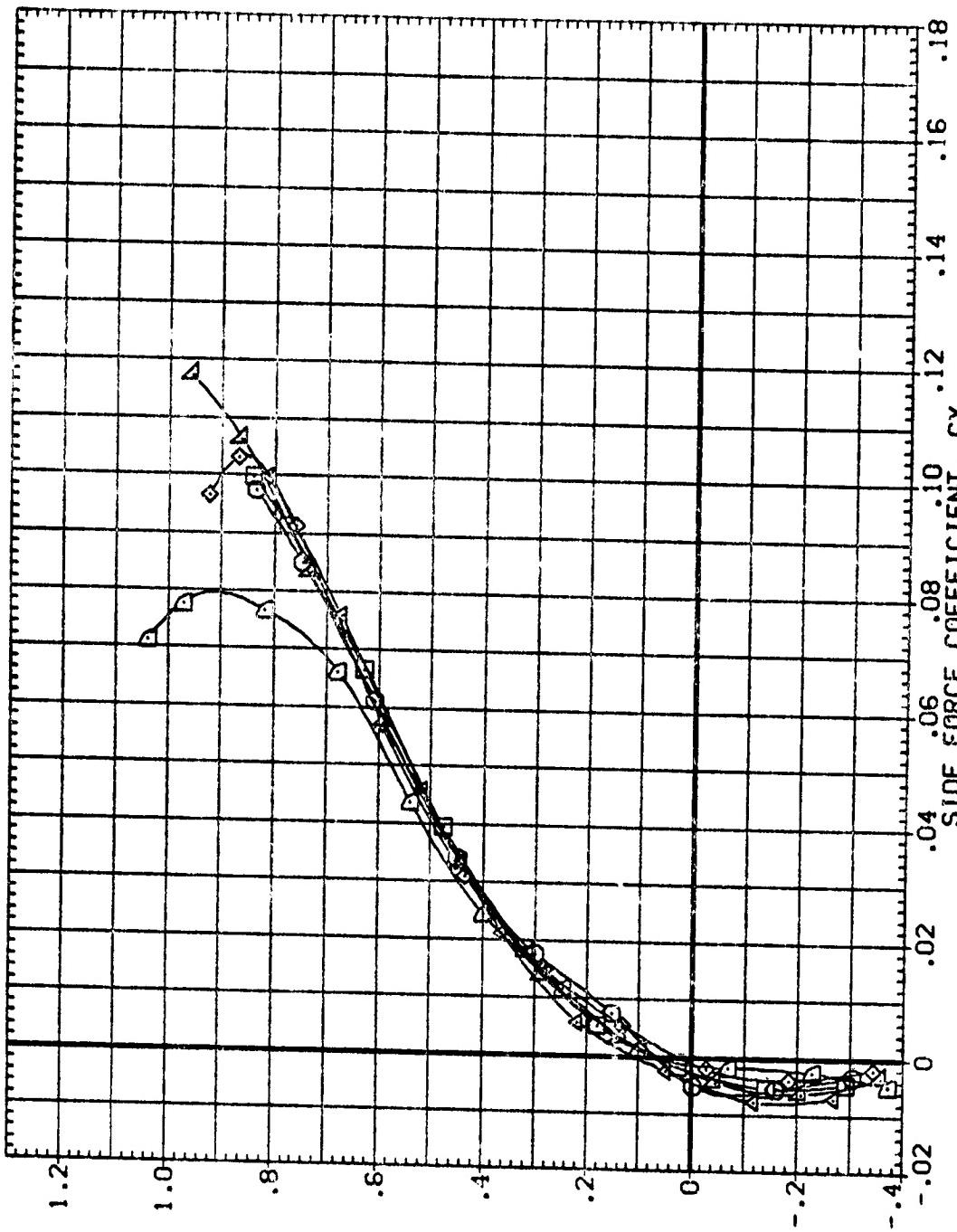


FIG. 4 AERODYNAMIC CHAR. IN PITCH. EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
PAGE 35

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(BAQ110)	VS 82	I
(BAQ086)	VS 82	I
(ZAO072)	VS 82	I
(BNQ060)	VS 82	I
(ZAO059)	VS 82	I
(ZAO105)	VS 82	D

	AIR-L	AIR-R	HGT
(BAQ110)	.000	.000	.000
(BAQ086)	.000	.000	.000
(ZAO072)	.000	.000	.000
(BNQ060)	.000	.000	.000
(ZAO059)	.000	.000	.000
(ZAO105)	-14.300	.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 45.0 DEG.
(B)MACH = .80

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
(BAG110)	.000	.000	.000
(ZAG068)	.000	-.500	.000
(ZAG070)	.000	.500	.000
(BAG065)	.000	-.100	.000
(ZAG063)	.000	.100	.000
(ZAG103)	.000	.100	.000

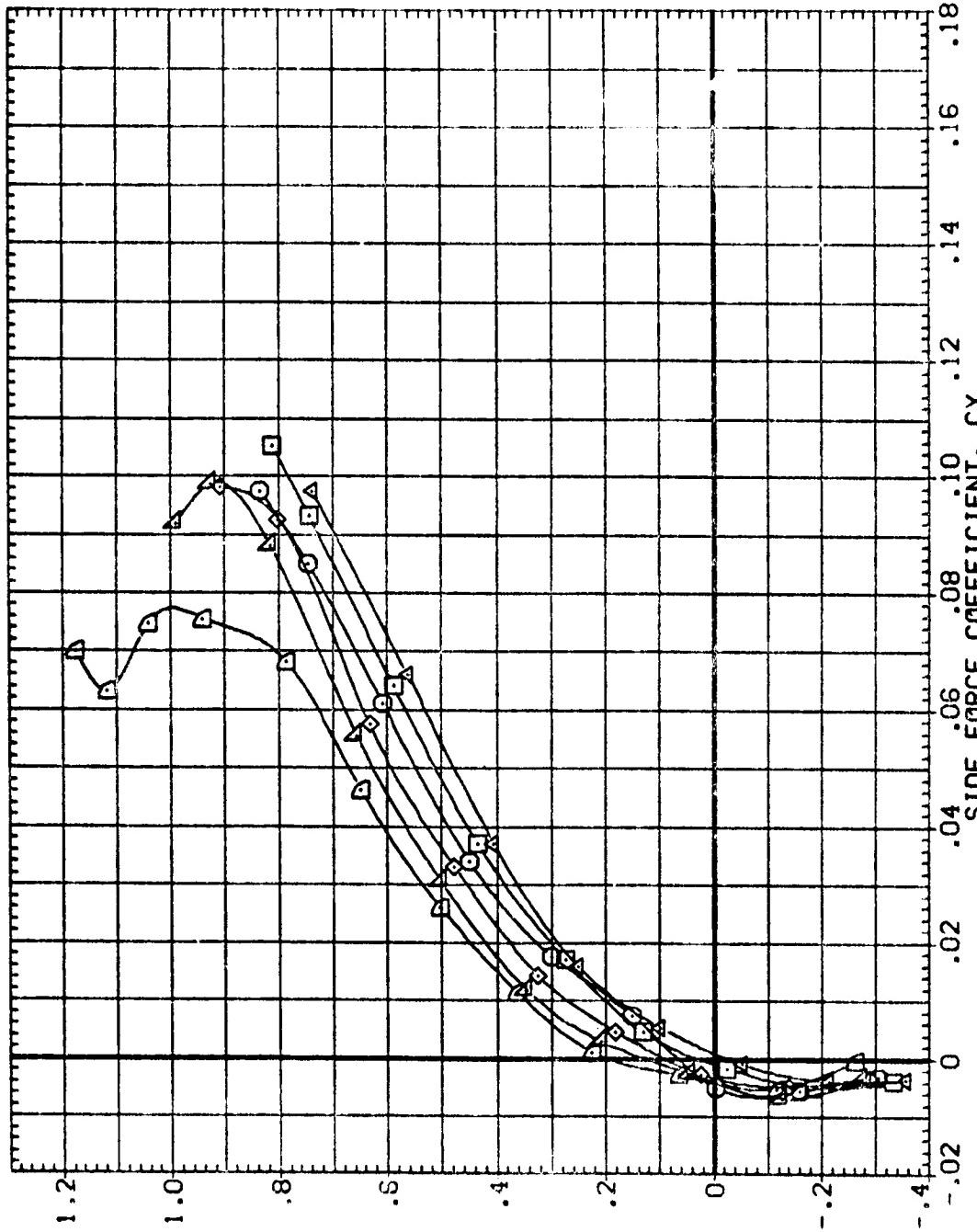


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.

(8)MACH = .80

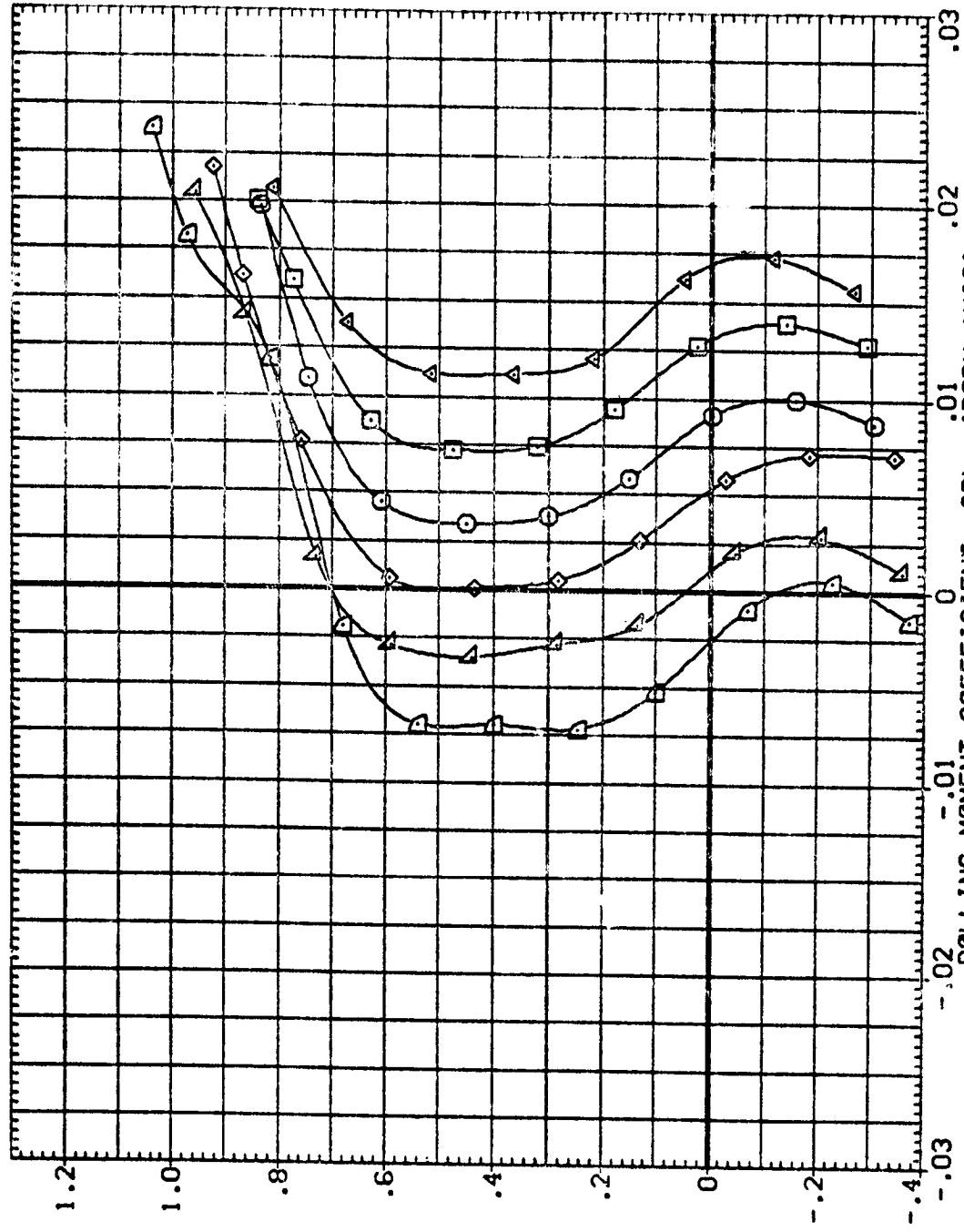
PAGE 37

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(BAG110)	V5	82	1
(BAG006)	V5	82	1
(ZAG072)	V5	82	1
(BAG050)	V5	82	1
(ZAG052)	V5	82	1
(ZAG056)	V5	82	1

AIR-L. AIR-R. HORIZT

.000	.000	.000
5.000	.000	.000
-5.000	.000	.000
-10.000	.000	.000
-14.300	.000	.000



LIFT COEFFICIENT. CL

REPRINTED
ORIGINALLY FROM

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 45.0 DEG.
(8)MACH = .80

PAGE 38

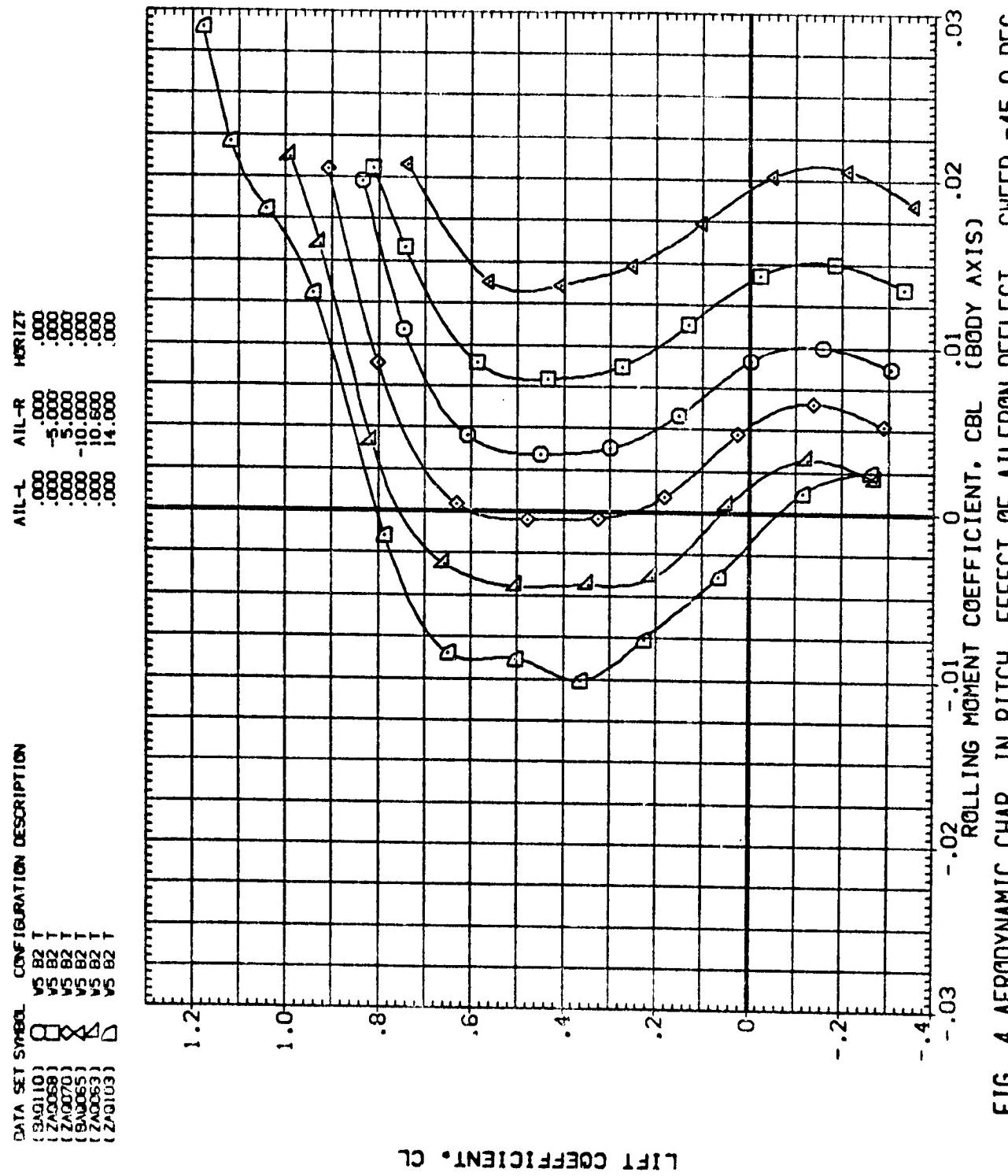


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
 $(B)MACH = .80$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(B0110)	□	V5 82	1
(B00086)	□	V5 82	1
(Z0072)	□	V5 82	1
(B0060)	□	V5 82	1
(Z0059)	△	V5 82	1
(Z0105)	□	V5 82	1

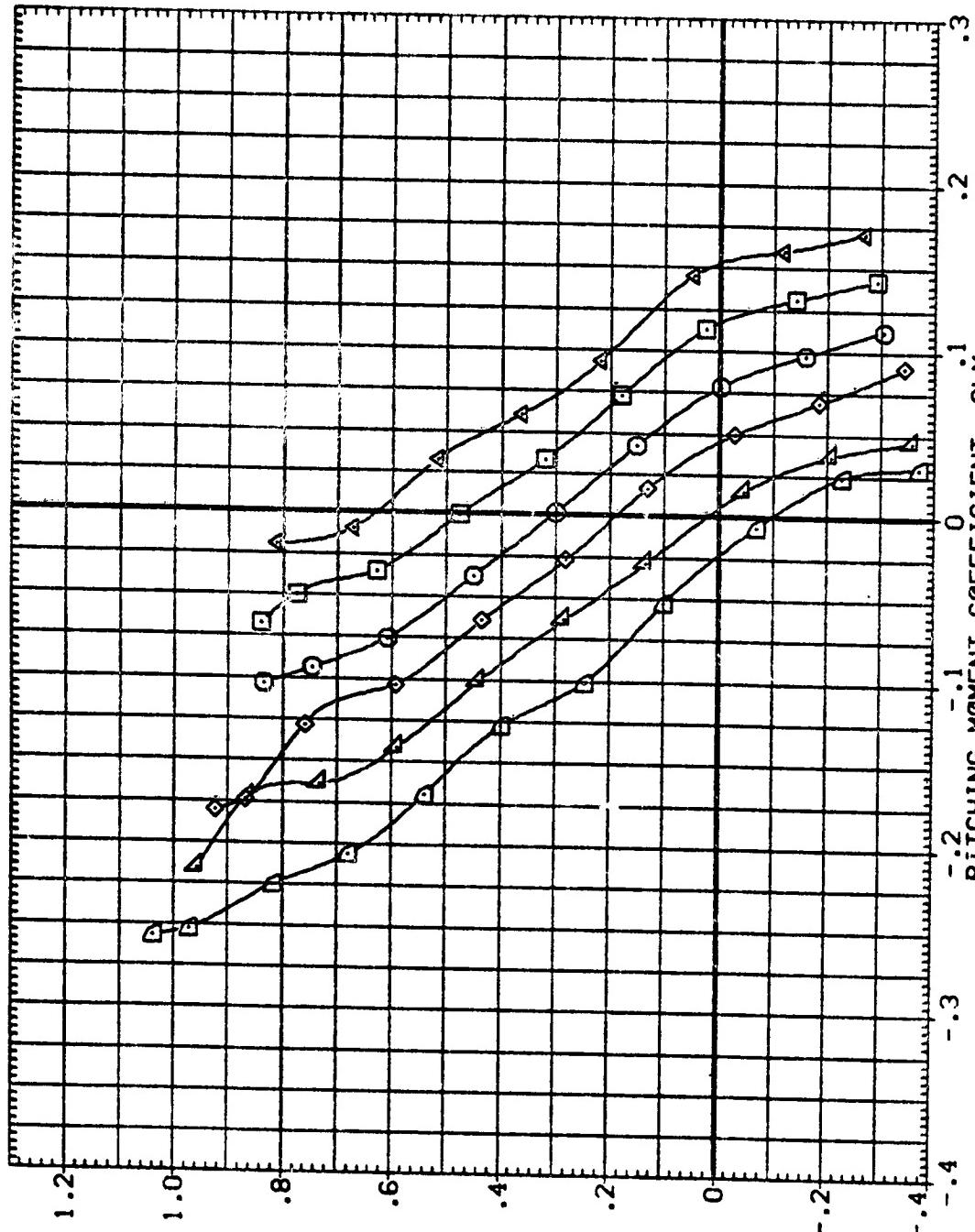


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
 $(B)MACH = .80$

PAGE 40

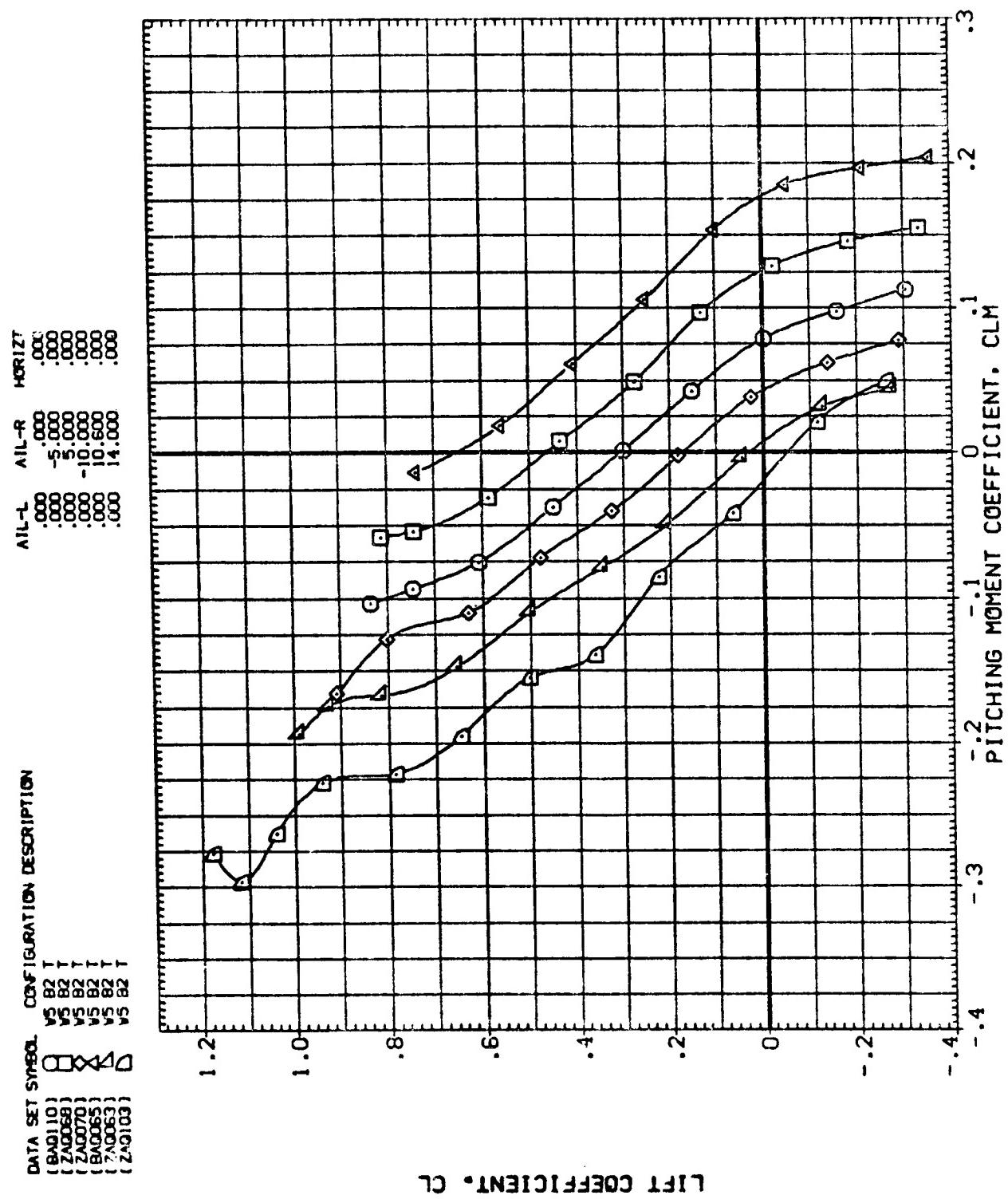
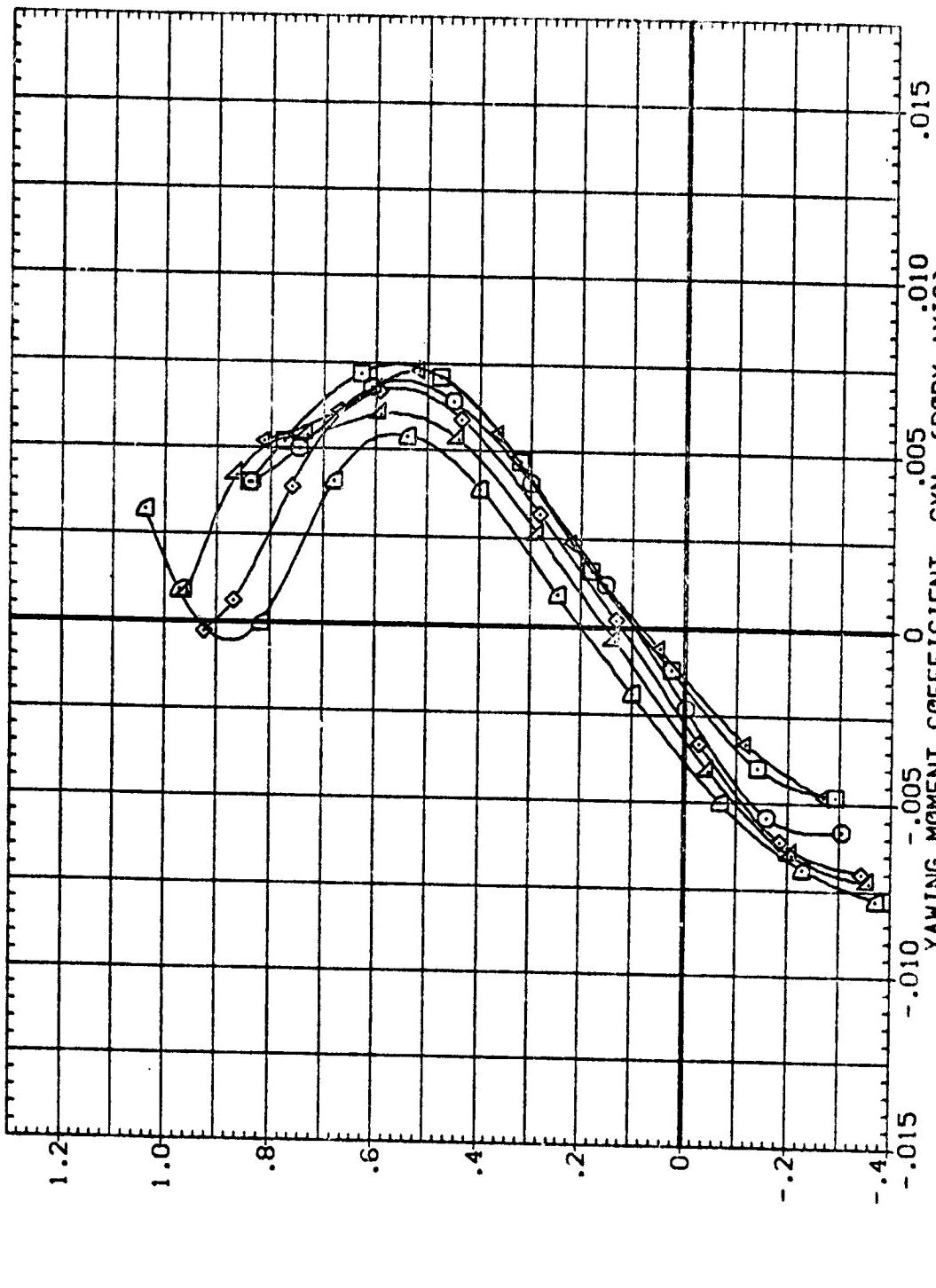


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
 $(\bar{\gamma})_{MACH} = .80$

PAGE 41

REPRODUCED BY
ORIGINAL SOURCE

DATA SET SYMBOL	CONFIGURATION DESCRIPTION	AIL-L	AIL-R	HORIZT
(BAG11C)	V5 B2 T	.000	.000	.000
(BAG086)	V5 B2 T	5.000	.000	.000
(ZAG072)	V5 B2 T	-5.000	.000	.000
(BAG050)	V5 B2 T	10.000	.000	.000
(ZAG053)	V5 B2 T	-10.700	.000	.000
(ZAG105)	V5 B2 T	-14.300	.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SHEEP = 45.0 DEG.
(B)MACH = .80

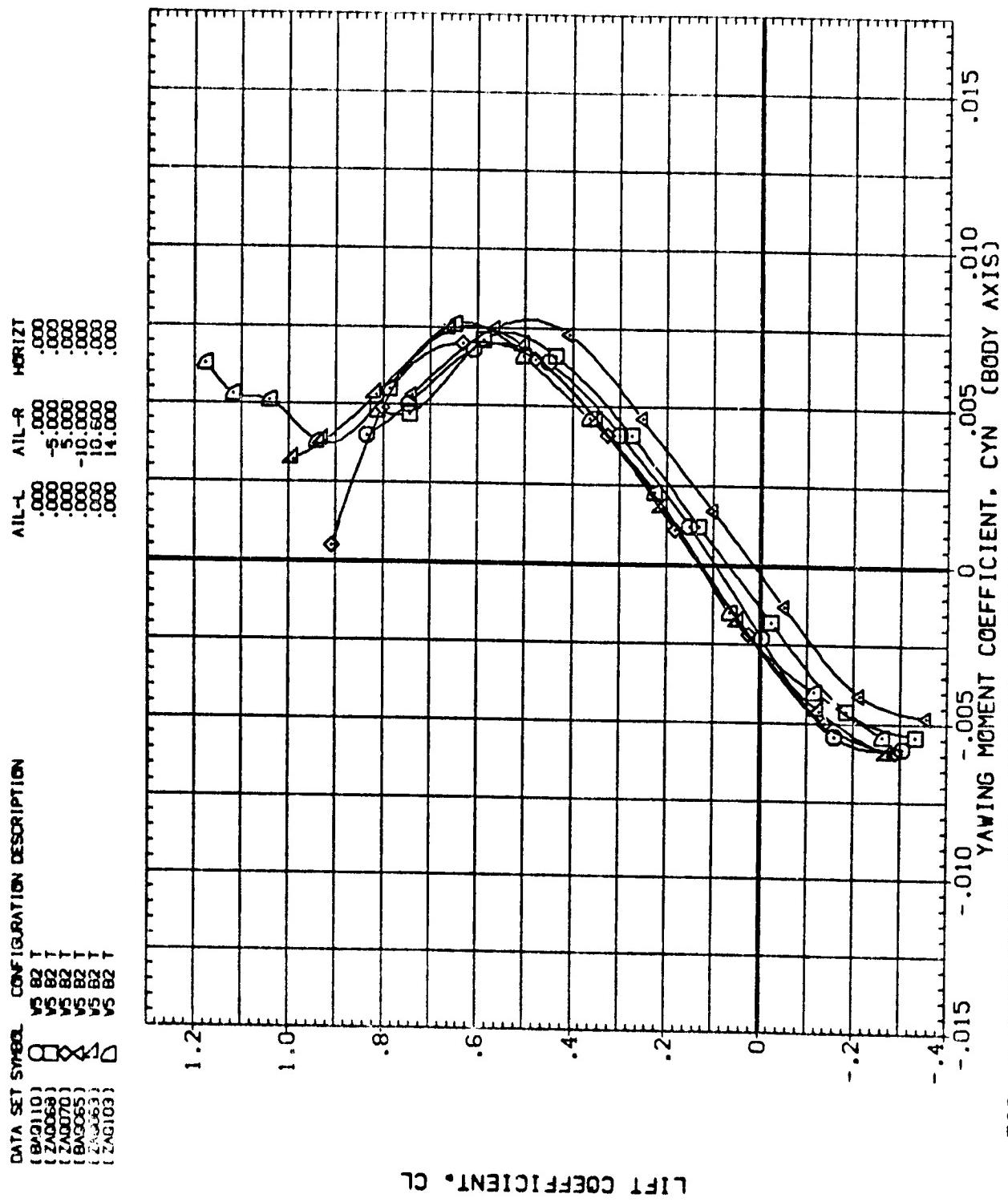


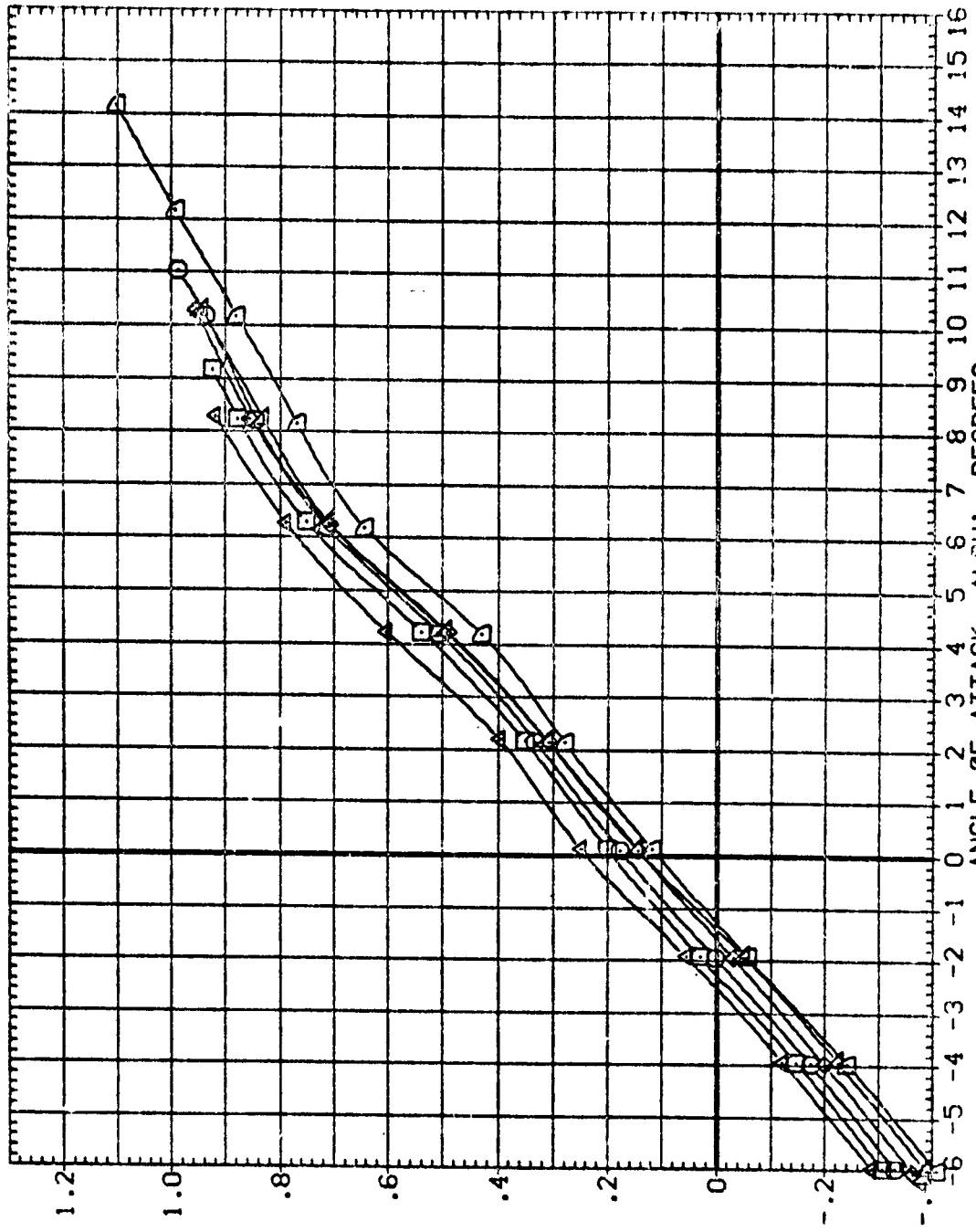
FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
 $(\text{E})\text{MACH} = .80$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(BAG010)	VS B2 T
(BAG016)	VS B2 T
(ZAG072)	VS B2 T
(BAG060)	VS B2 T
(ZAG058)	VS B2 T
(ZAG106)	VS B2 T

AIL-L AIL-R HORIZT

.000	.000	.000
.500	.000	.000
-5.000	.000	.000
10.100	.000	.000
-10.700	.000	.000
-14.300	.000	.000



LIFT COEFFICIENT. C_L

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SLEP = 45.0 DEG.
(C)MACH = .95

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(RA01.0)	V5 B2 T
(ZAD068)	V5 B2 T
(ZAD070)	V5 B2 T
(ZAD065)	V5 B2 T
(ZAD062)	V5 B2 T
(ZAD013)	V5 B2 T

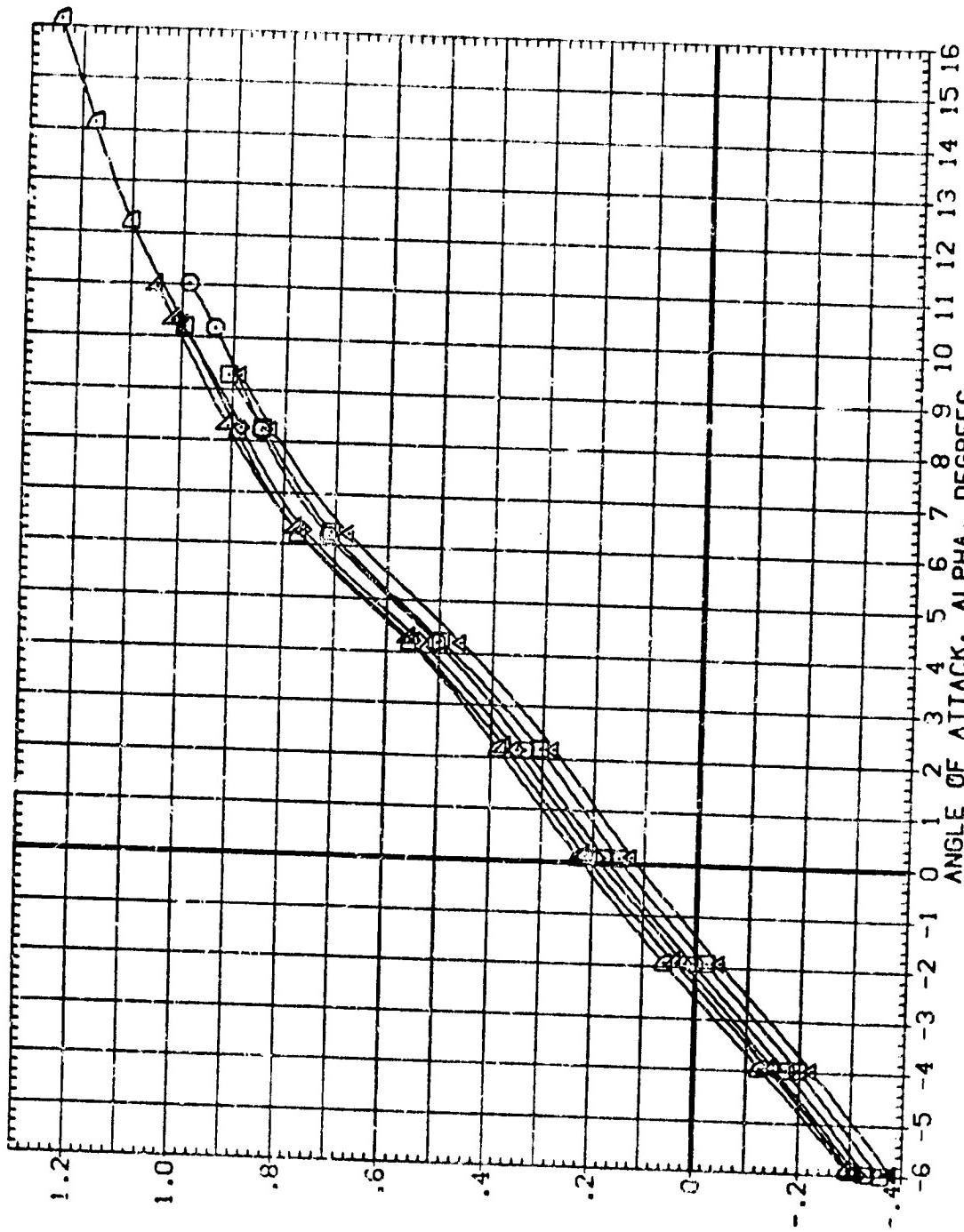
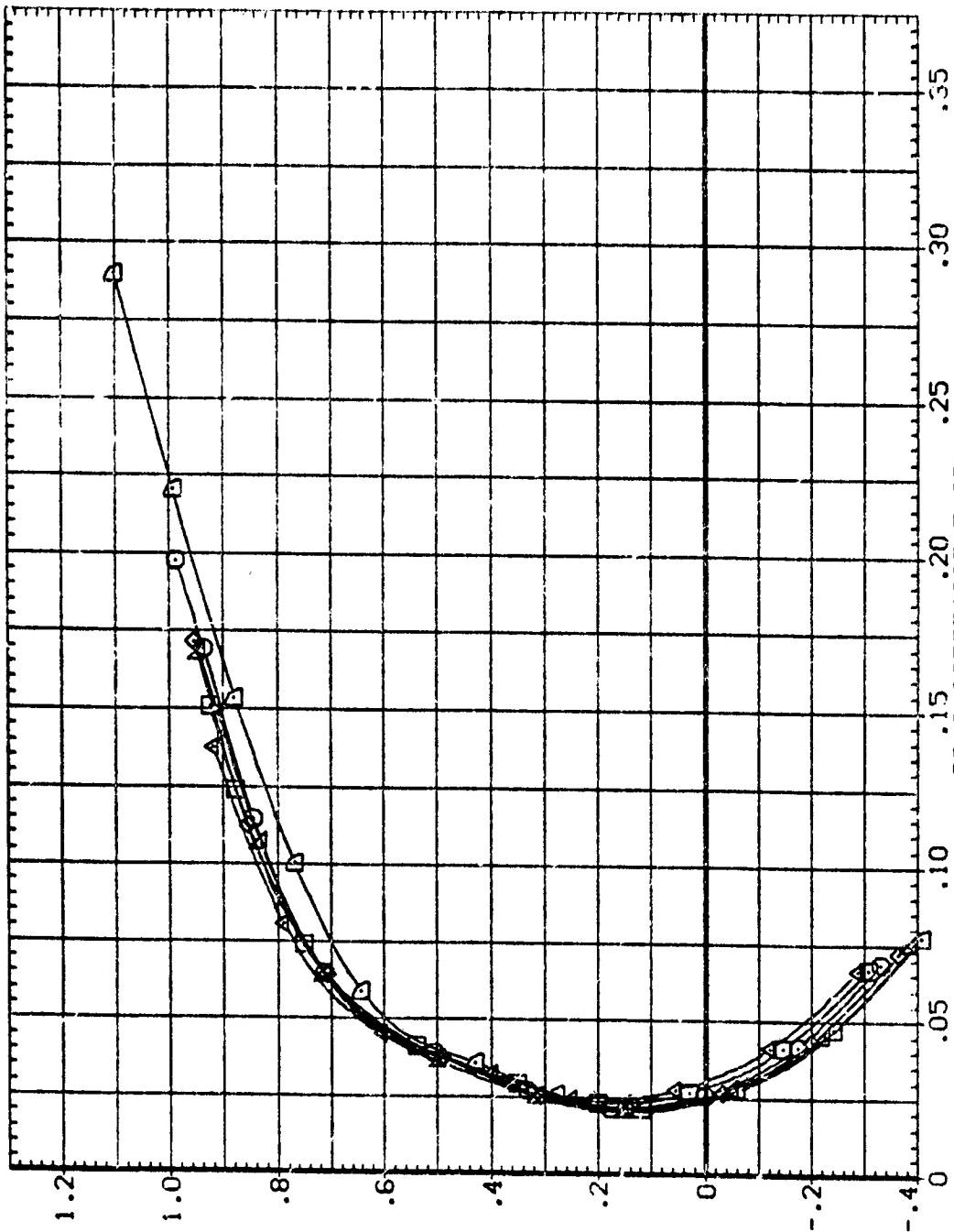


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 45.0 DEG.
 $(C_MACH = .95$

DATA SET SYMBOL	CONFIGURATION DESCRIPTION	AIL-L	AIL-R	ROLL
(BAQ110)	V5 82 T	.000	.000	.000
(BAQ086)	V5 82 T	.000	.000	.000
(ZAQ072)	V5 82 T	-5.000	.000	.000
(BAQ055)	V5 82 T	10.100	.000	.000
(ZAQ058)	V5 82 T	-10.700	.000	.000
(ZAQ105)	V5 82 T	-14.300	.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
 $(C_MACH = .55$

PAGE 46

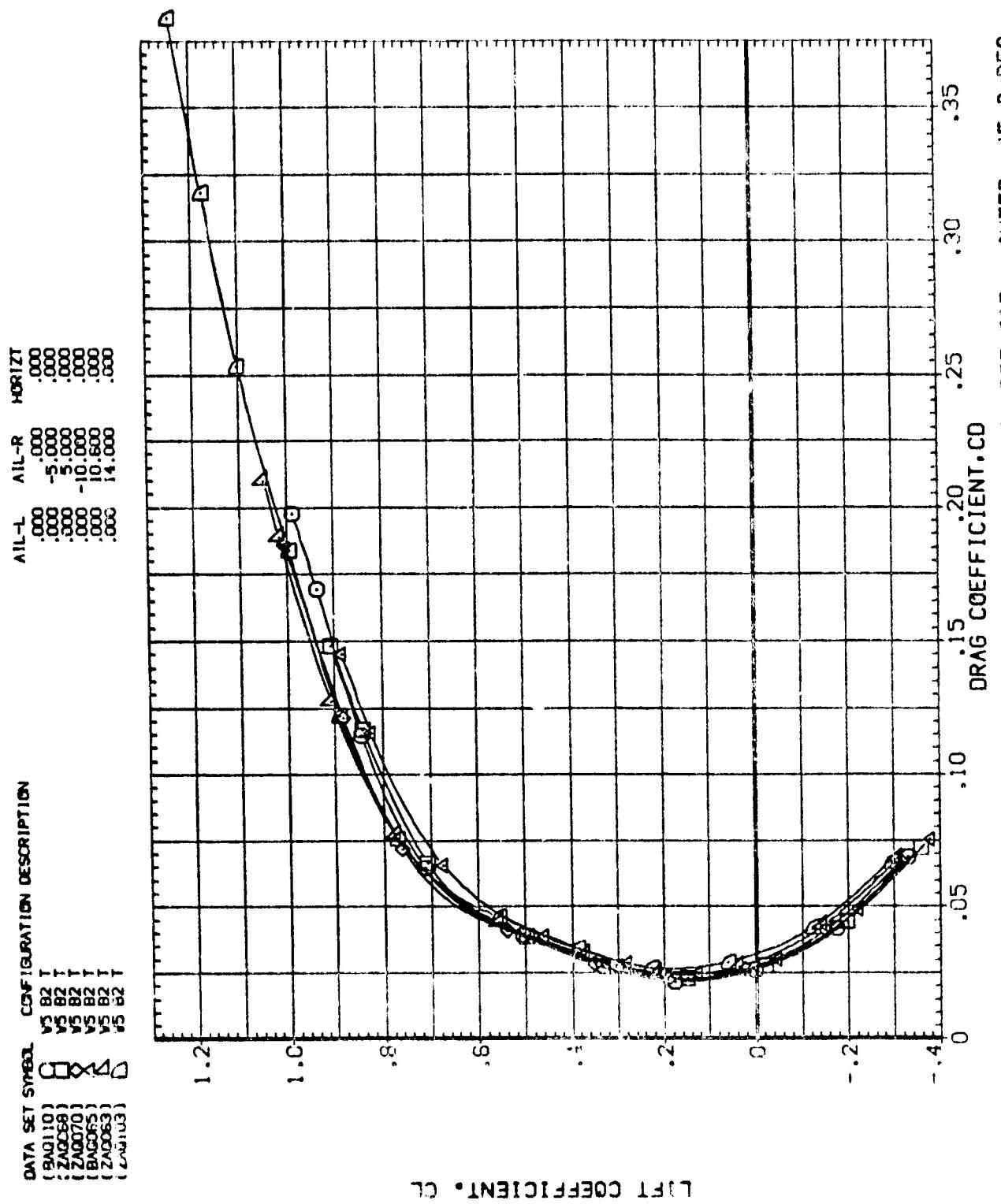


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =45.0 DEG.

COMMACH = .95

DATA SET SYMBOL	CONFIGURATION DESCRIPTION	AIL-L	AIL-R	HORIZ.
(BAG110)	V5 B2 T	.000	.000	.000
(BAG086)	V5 B2 T	.000	.000	.000
(ZAG072)	V5 B2 T	-5.000	.000	.000
(BAG060)	V5 B2 T	10.100	.000	.000
(ZAG058)	V5 B2 T	-10.700	.000	.000
(ZAG0105)	V5 B2 T	-14.300	.000	.000

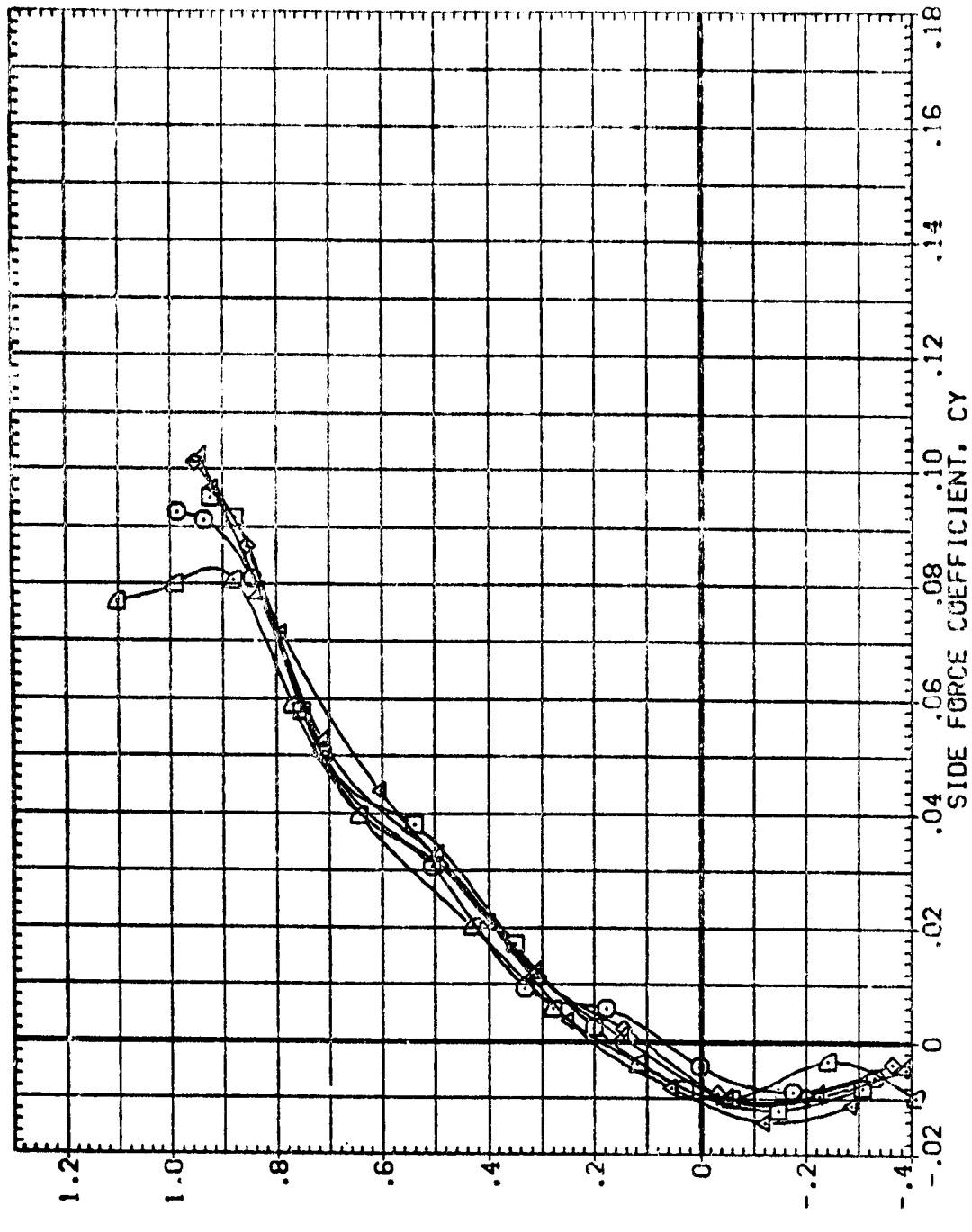
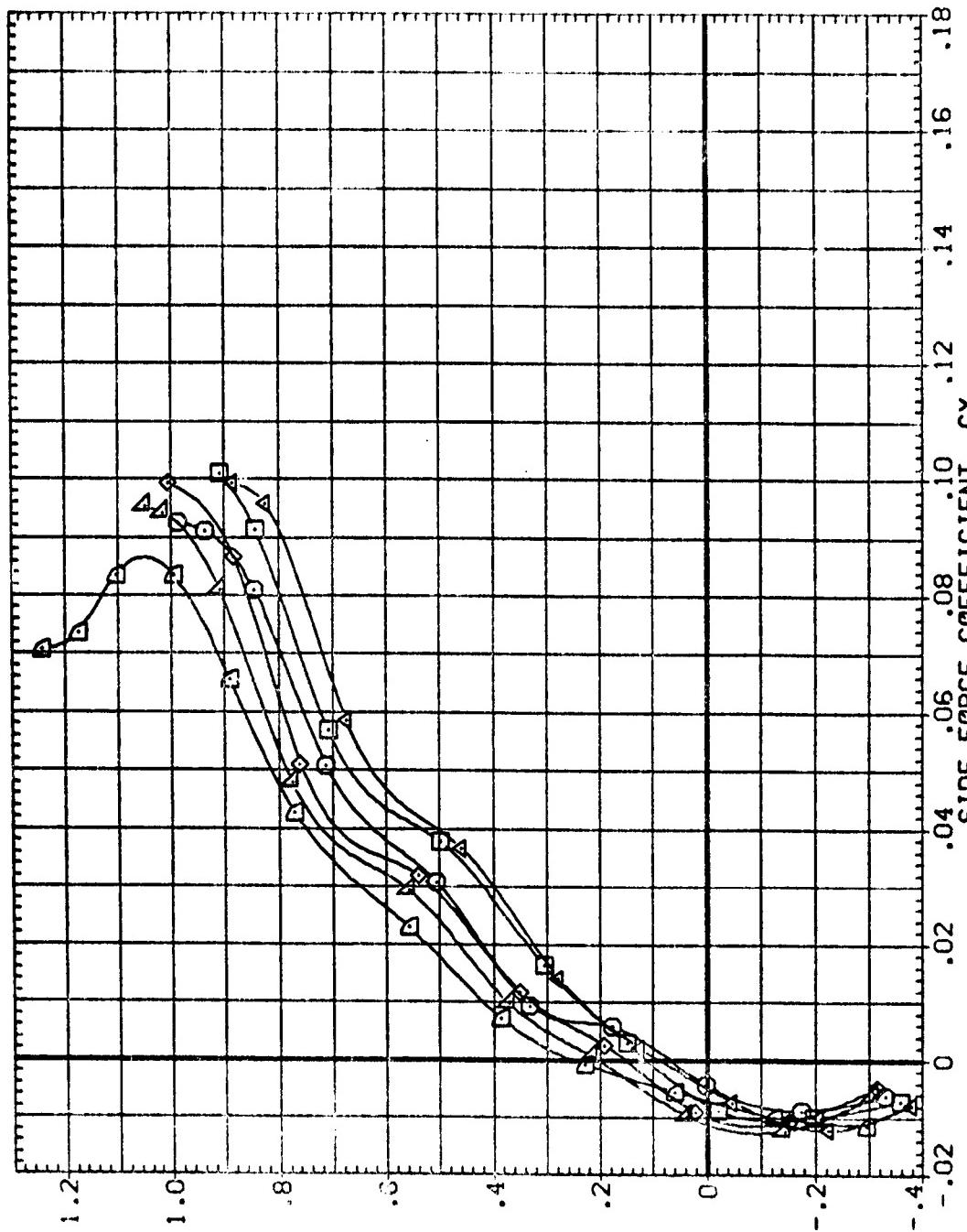


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SHEP = 45.0 DEG.
(C)MACH = .95

PAGE 48

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ
(B-0110)	.000	.000	.000
(2-0068)	.000	-5.000	.000
(2A0070)	.000	5.000	.000
(B-0065)	.000	-10.000	.000
(2-0063)	.000	10.000	.000
(2A0163)	.000	14.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
 $(C_MACH = .95$

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 {BAG110} V5 B2 1
 {BAG086} V5 B2 1
 {ZAG072} V5 B2 1
 {BAG060} V5 B2 1
 {ZAG058} V5 B2 1
 {ZAG055} V5 B2 1

LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 45.0 DEG.
 $(C)MACH = .95$
 ROLLING MOMENT COEFFICIENT, C_M (BODY AXIS)
 PAGE 5C

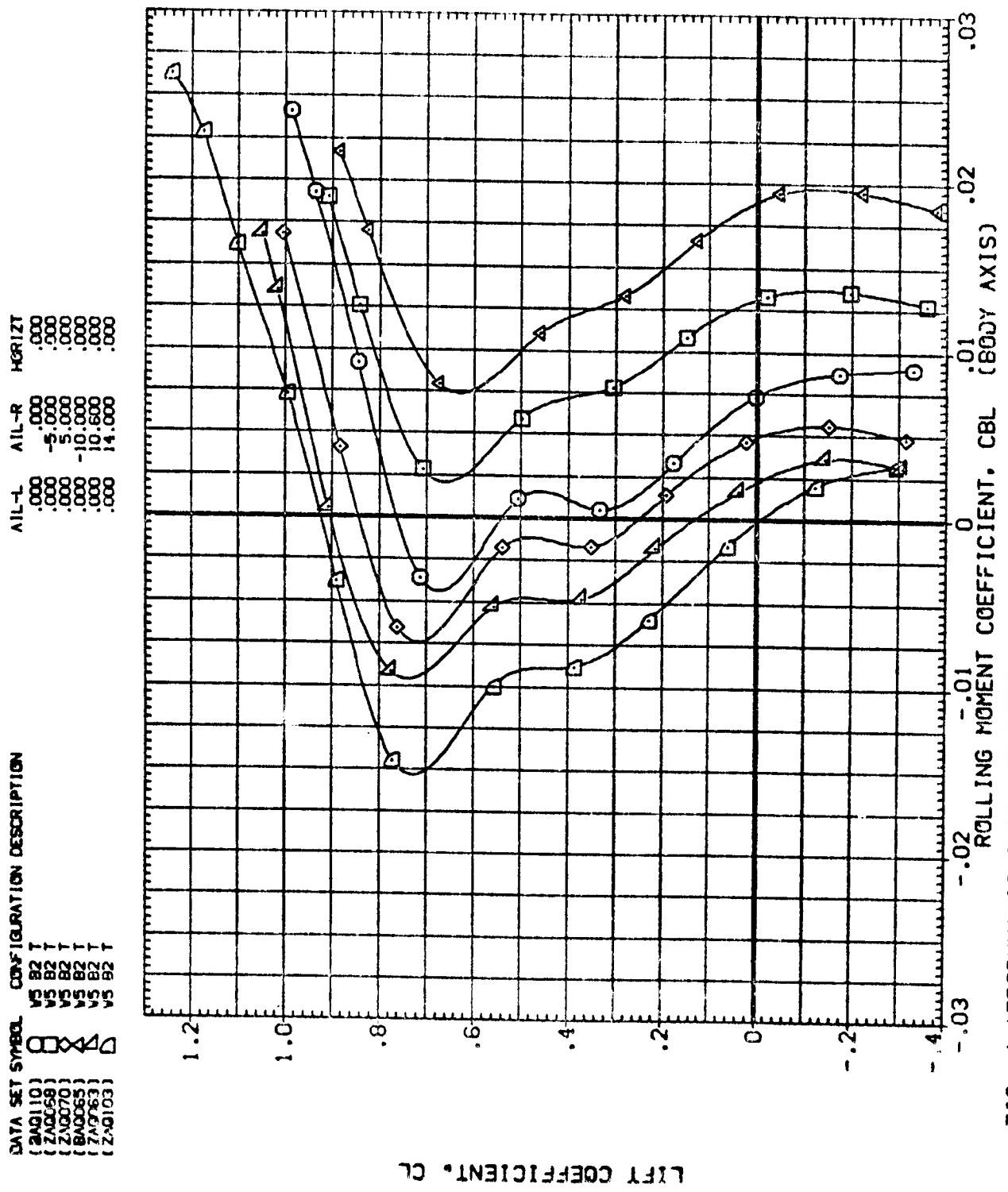


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
(C)MACH = .95

DATA SET SWEEP CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ
(BA0110)	.000	.000	.000
(BA0086)	.000	.000	.000
(ZA0072)	.000	.000	.000
(BA0060)	.000	.000	.000
(ZA0058)	.000	.000	.000
(ZA0105)	.000	.000	.000

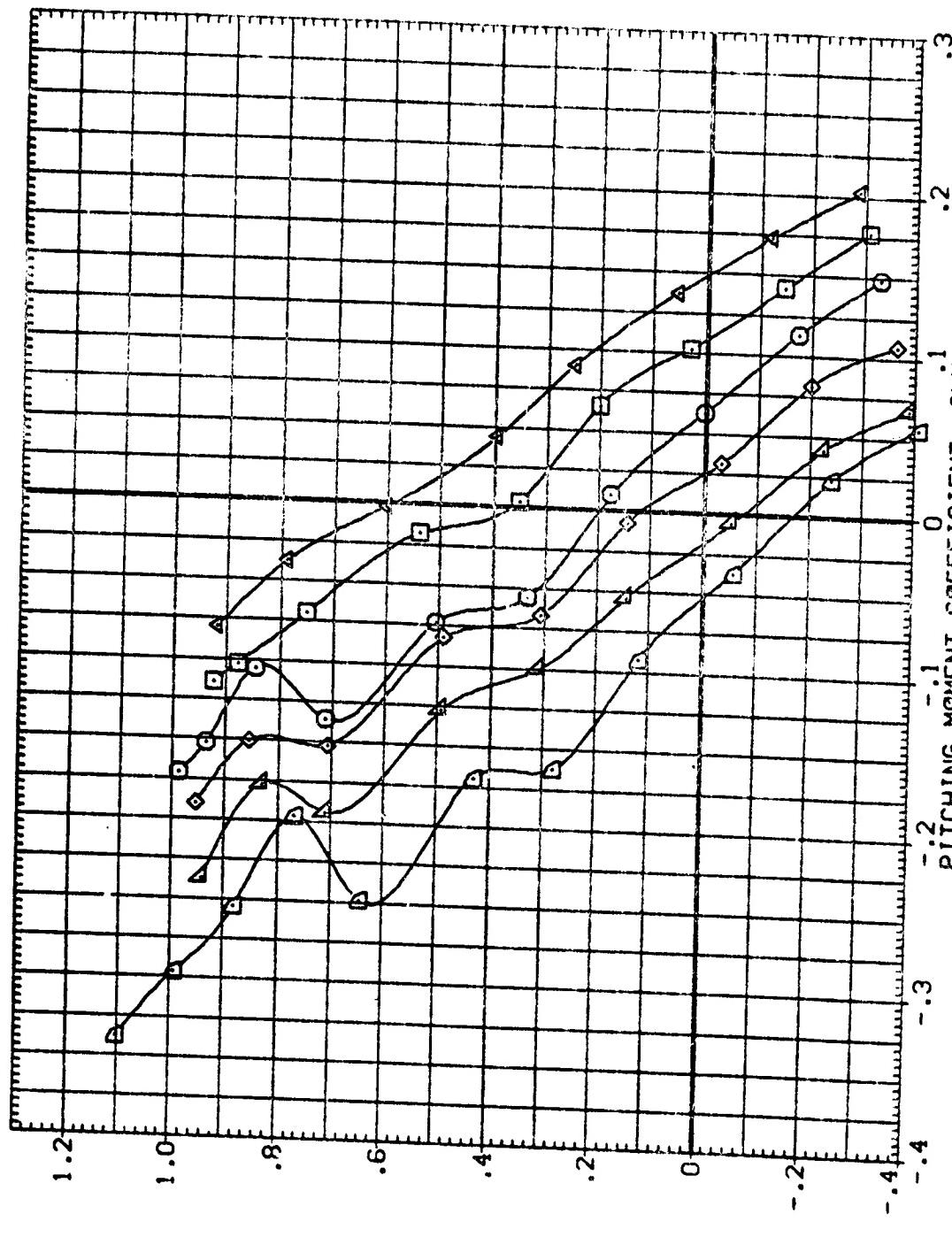
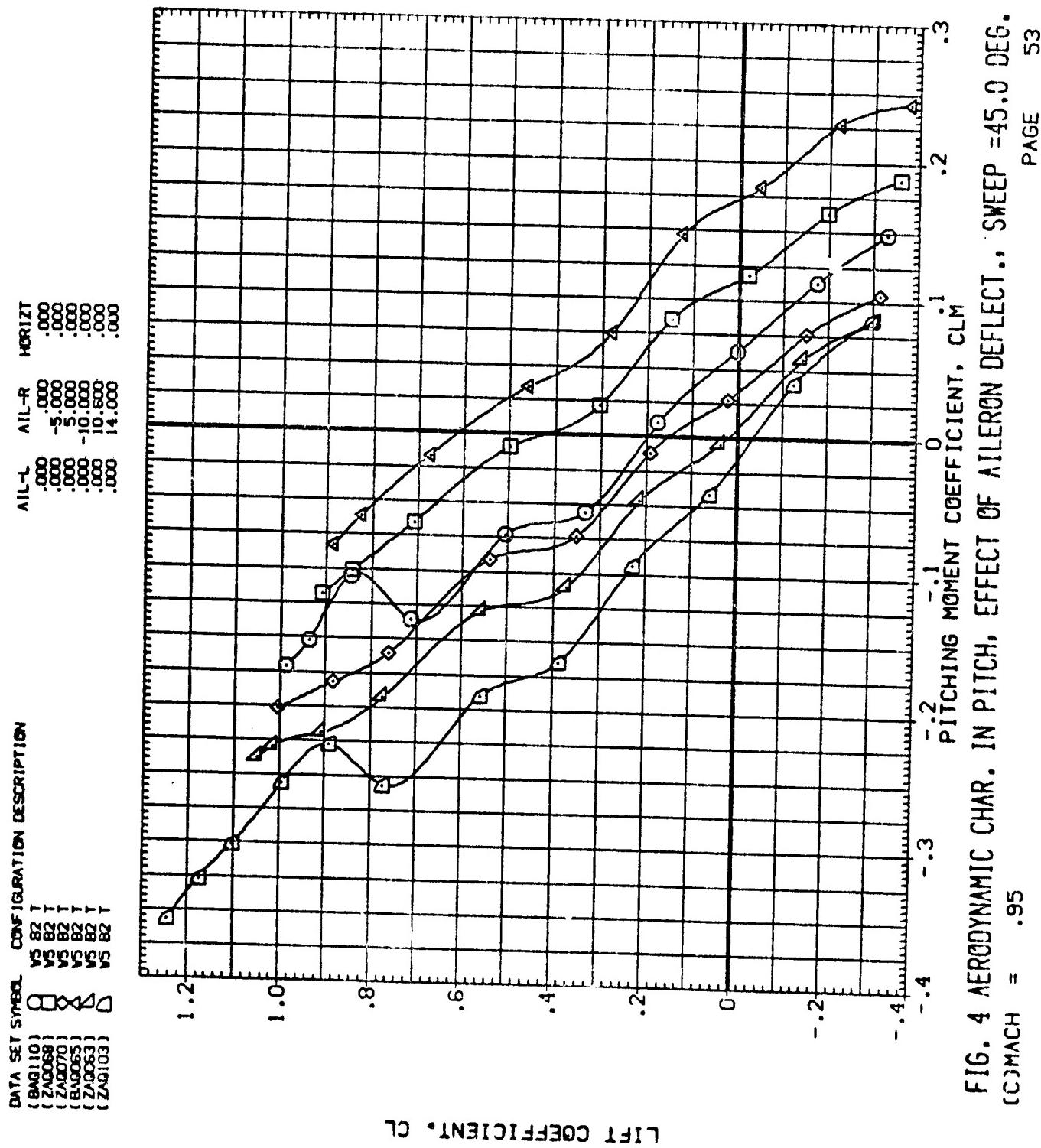


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 45.0 DEG.
 $(C)_MACH = .95$



DATA SET SYMBOL	CONFIGURATION DESCRIPTION	AIL-L	AIL-R	MERIZT
(BAQ110)	V5 B2 T	.000	.000	.000
(BAQ096)	V5 B2 T	.000	.000	.000
(ZAG072)	V5 B2 T	.000	.000	.000
(BAQ080)	V5 B2 T	.000	.000	.000
(ZAG059)	V5 B2 T	.000	.000	.000
(ZAG105)	V5 B2 T	.000	.000	.000

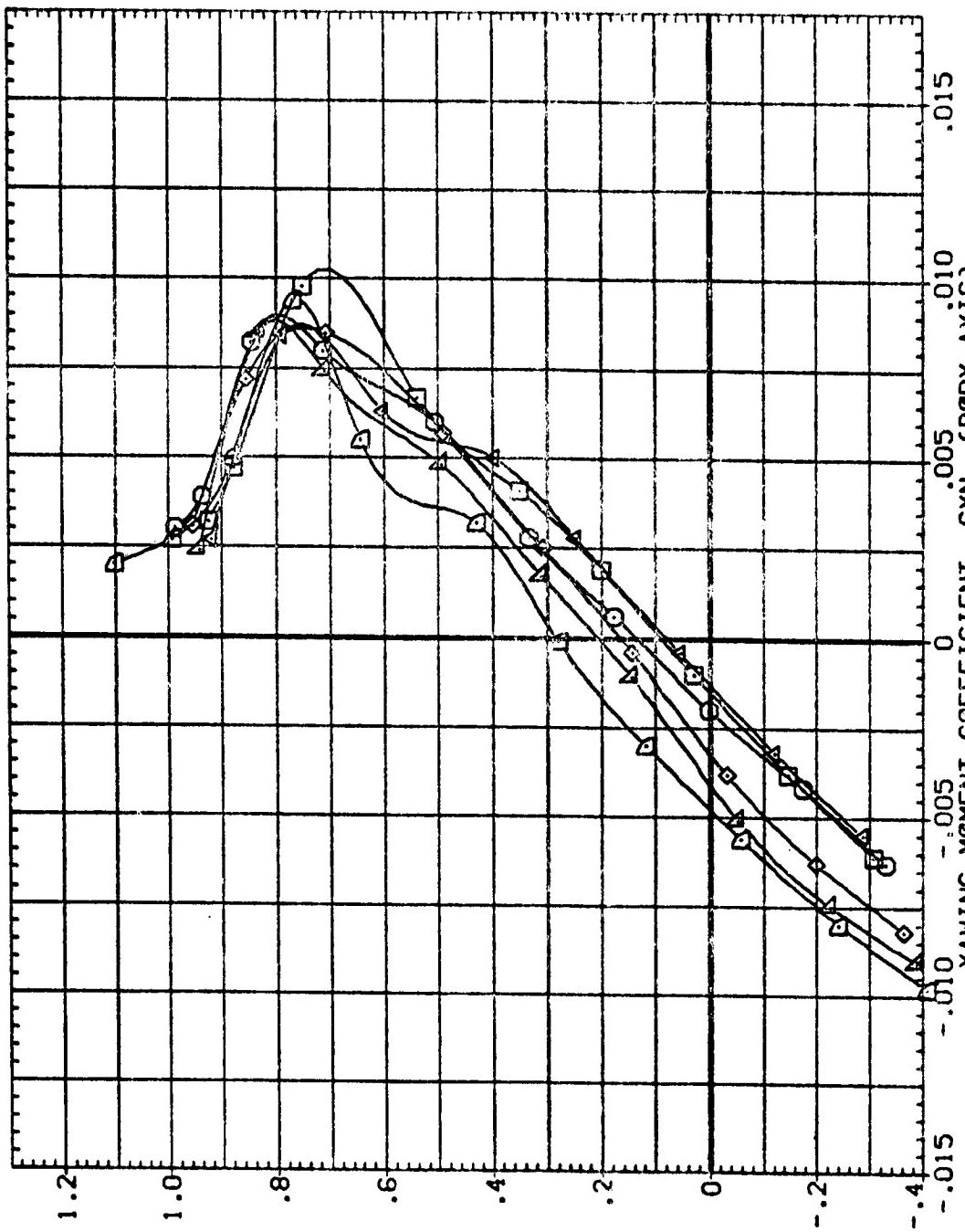


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 45.0 DEG.
 $(C)_MACH = .95$

PAGE 54

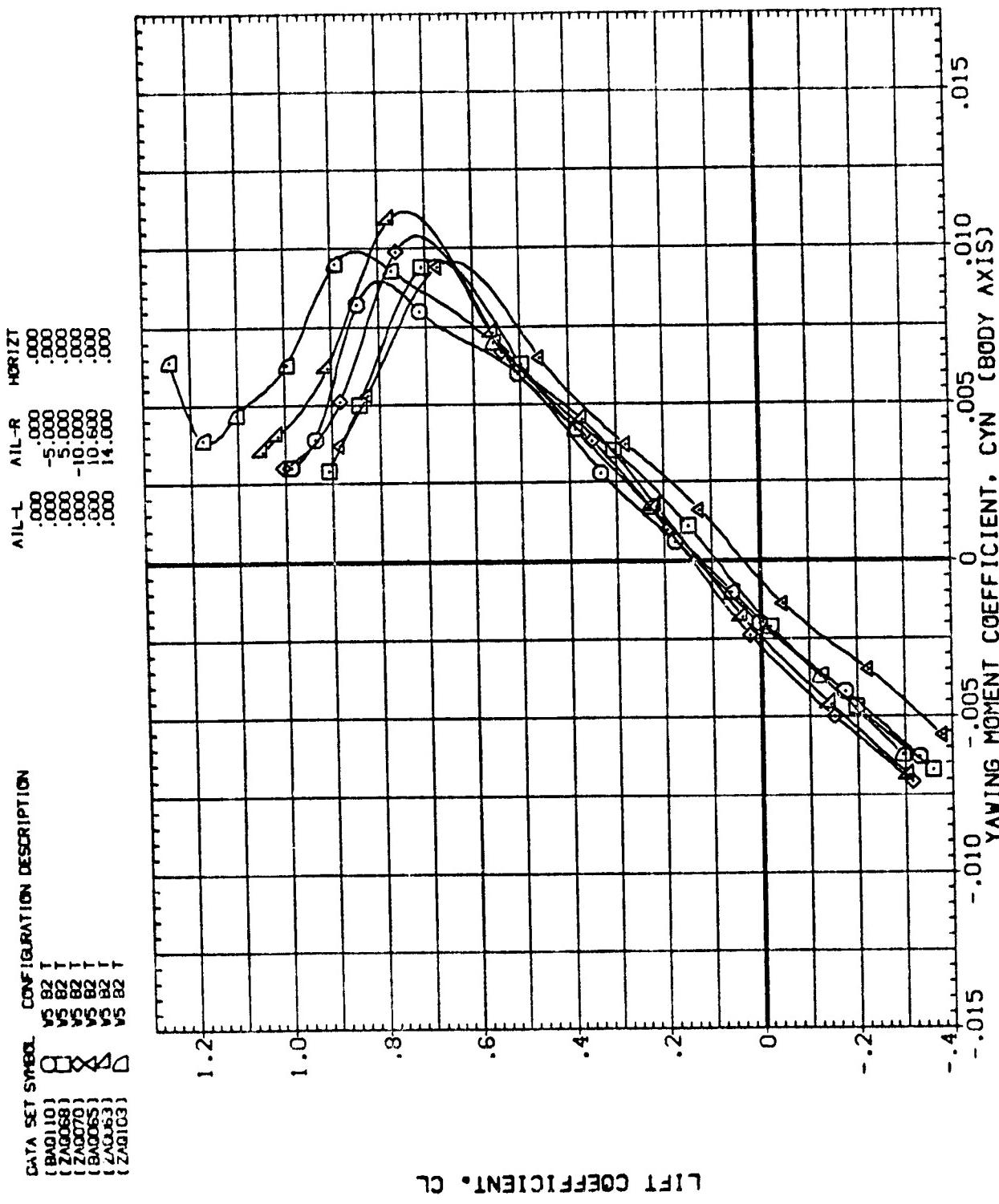


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 45.0 DEG.
 $(C)MACH = .95$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

DATA SET SYMBOL	CONFIGURATION DESCRIPTION
{BA0110	V5 B2 T
{BA0066	V5 B2 T
{ZA0072	V5 B2 T
{BA0050	V5 B2 T
{ZA0058	V5 B2 T
{ZA0105	V5 B2 T

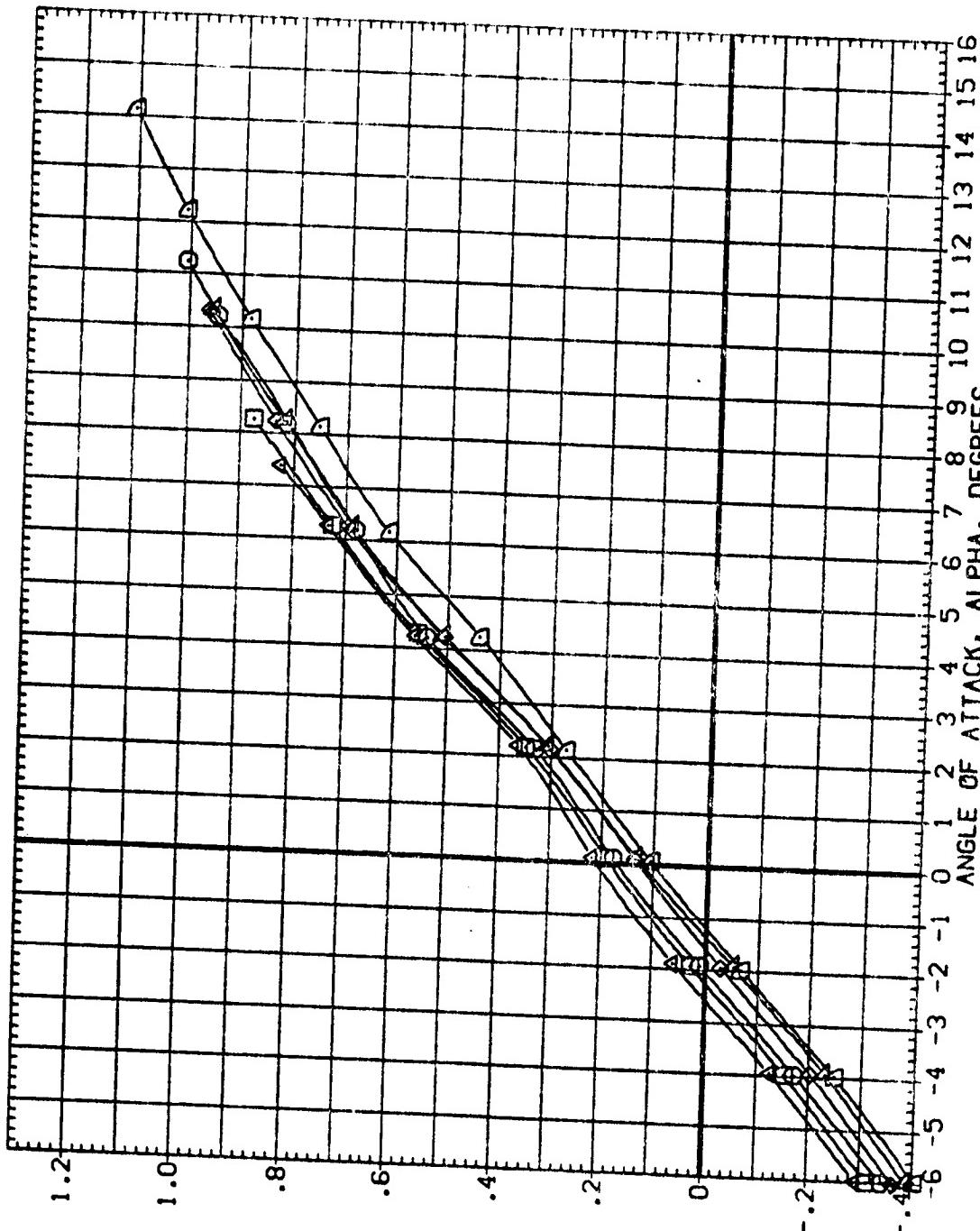


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 45.0 DEG.
 $(D)MACH = .98$

PAGE 56

DATA SET SYMBOL CONFIGURATION DESCRIPTION

1B0110	V5 B2 T
1B2068	V5 B2 T
1B3070	V5 B2 T
1B4265	V5 B2 T
1B4263	V5 B2 T
1B3103	V5 B2 T

AIL-L AIL-R HORIZT

.000	.000	.000
.000	-.5.000	.000
.000	.5.000	.000
.000	-.10.000	.000
.000	.10.600	.000
.000	.14.000	.000

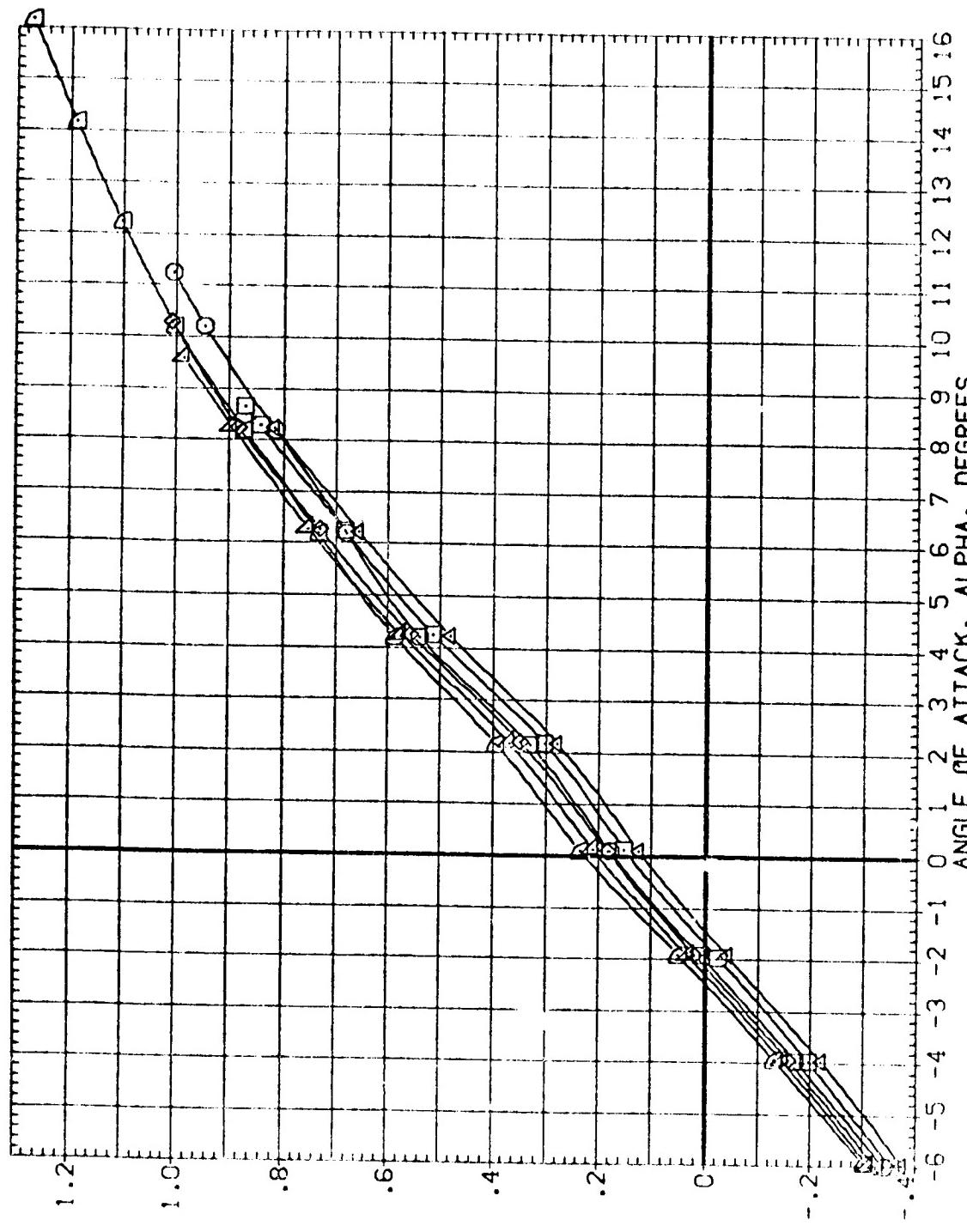


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
 $(C_D)_MACH = .98$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
(BAQ110)	.000	.000	.000
(BAQ096)	5.000	.000	.000
(ZAG072)	-5.000	.000	.000
(BAQ060)	10.100	.000	.000
(ZAG058)	-10.700	.000	.000
(ZAG105)	-14.300	.000	.000

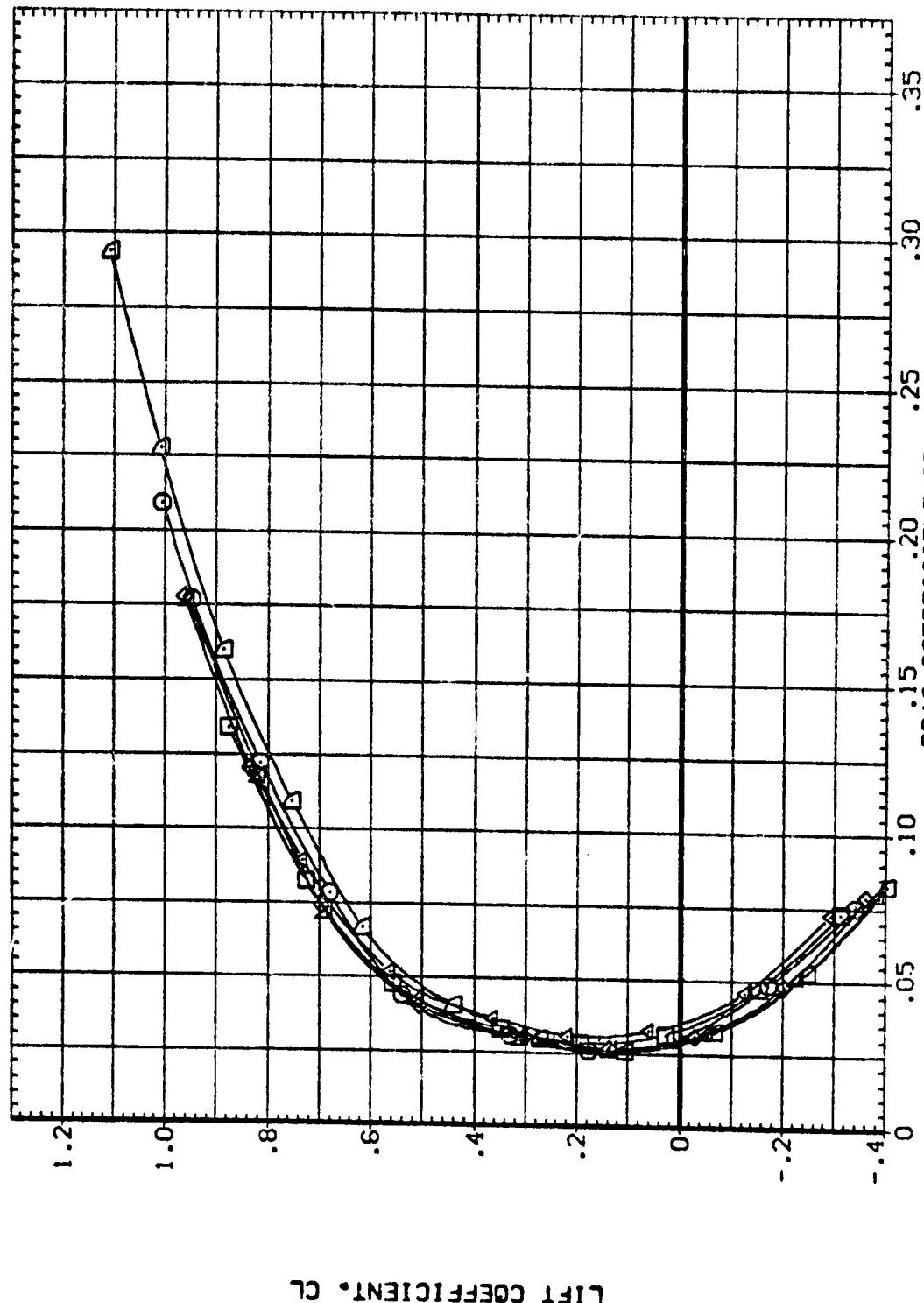


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
COPMACH = .98

PAGE 58

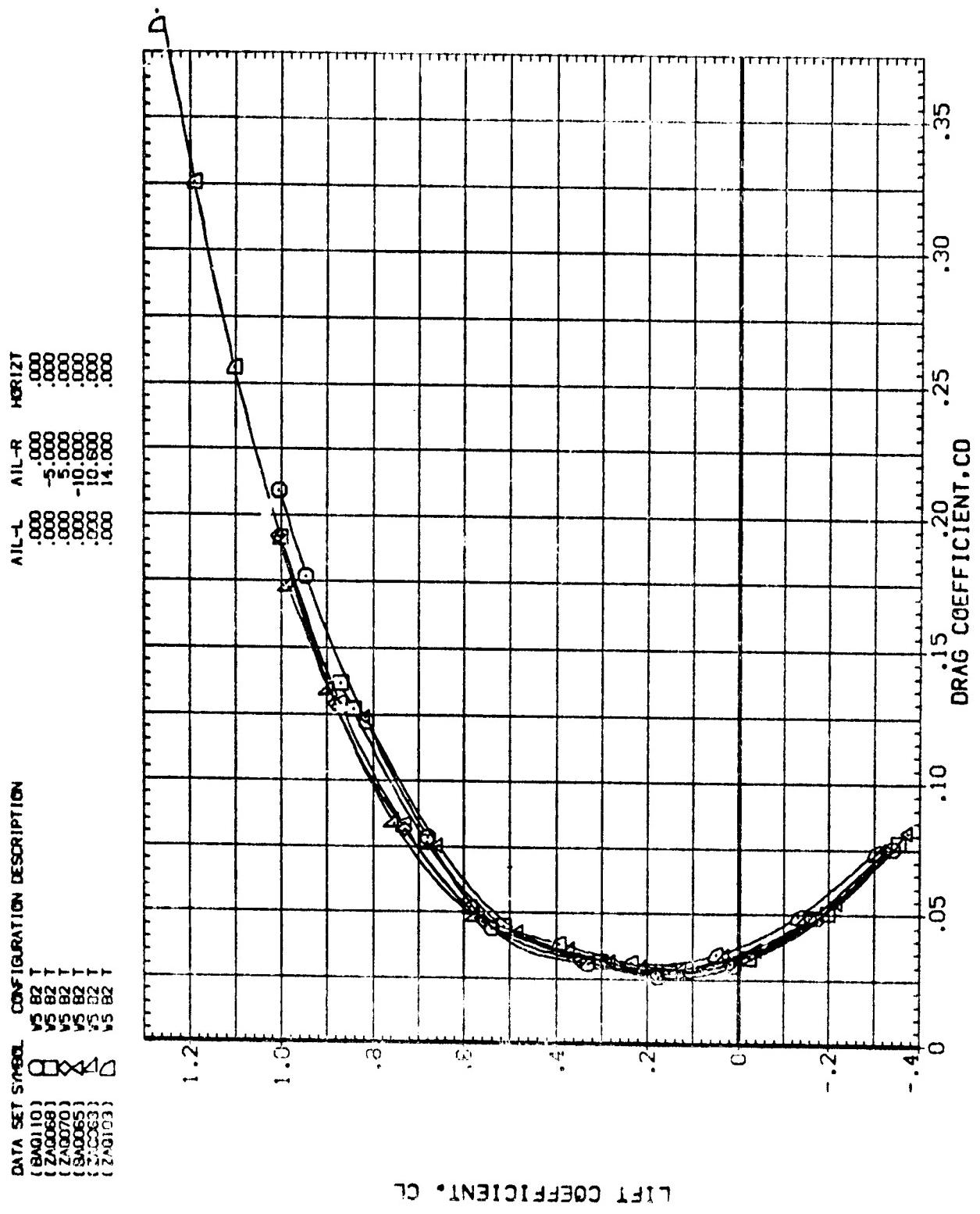


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
 $C_D MACH = .98$

PAGE 59

DATA SET SYMBOL	CONFIGURATION DESCRIPTION	AIR-L	AIR-R	HORIZ.
(BAG10)	V5 B2 T	.000	.000	.000
(BAG086)	V5 B2 T	5.000	.000	.000
(ZAG072)	V5 B2 T	-5.000	.000	.000
(BAG060)	V5 B2 T	10.100	.000	.000
(ZAG058)	V5 B2 T	-10.700	.000	.000
(ZAG105)	V5 B2 T	-14.300	.000	.000

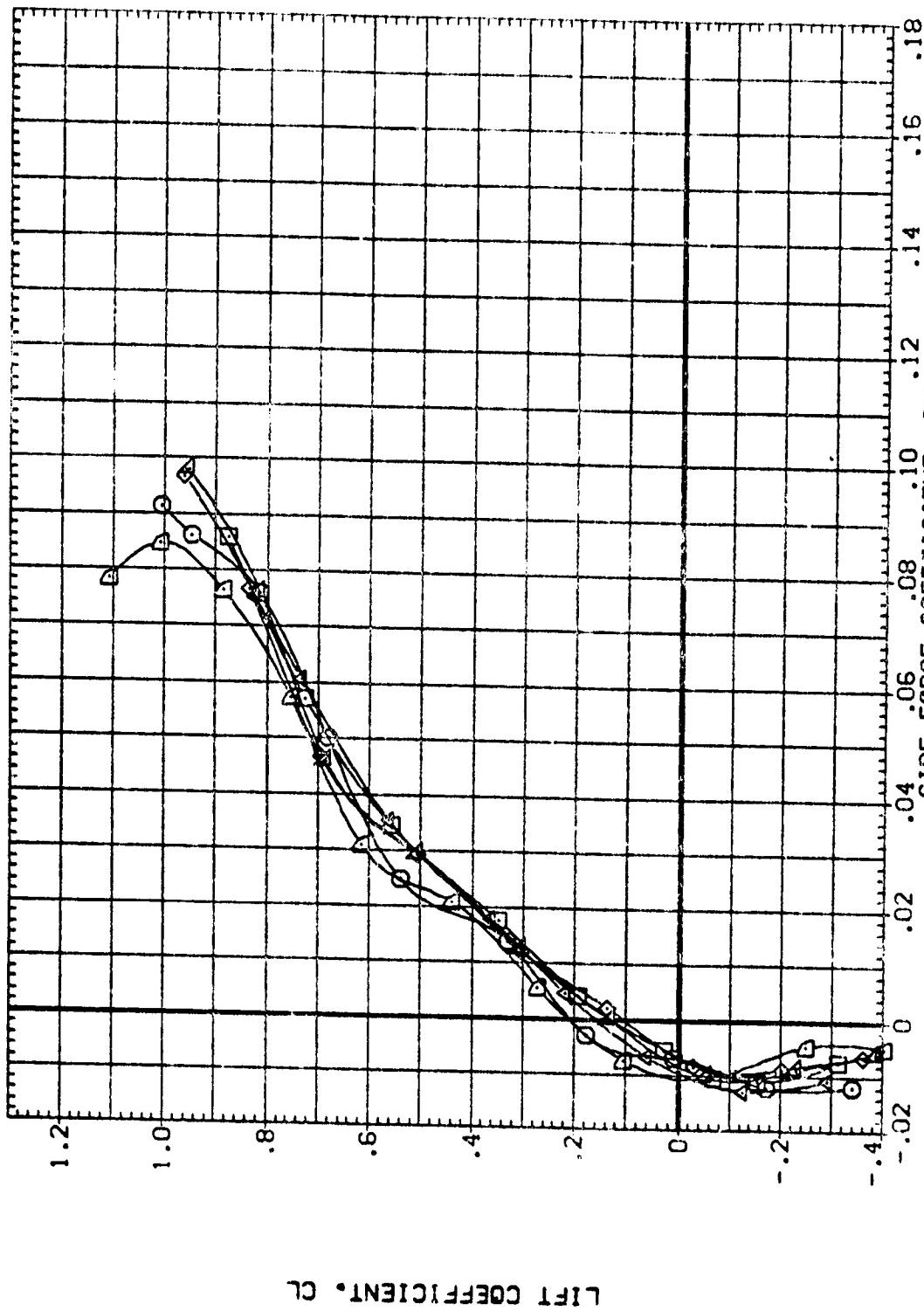
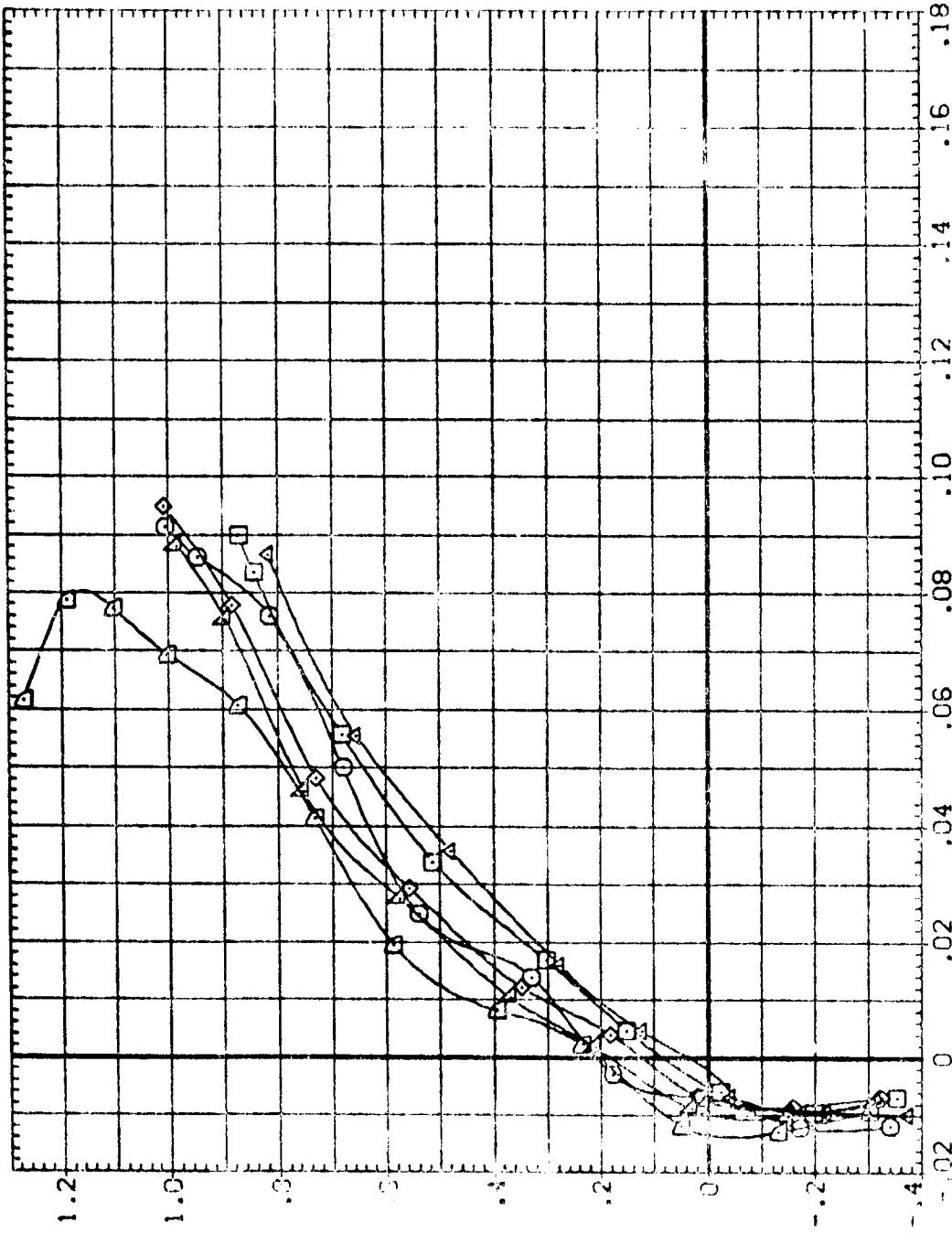


FIG. 4 AERODYNAMIC CHAR. IN PITCH. EFFECT OF AILERON DEFLECT., SLEEP = 45.0 DEG.
MACH = .98
PAGE 60

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIR-L	AIR-R	HOR12T
(ZAD110)	.000	.000	.000
(ZAD068)	.000	-.5.000	.000
(ZAD070)	.000	5.000	.000
(BAQ065)	.000	-10.000	.000
(ZAD052)	.000	10.600	.000
(ZAD003)	.000	14.000	.000



LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.

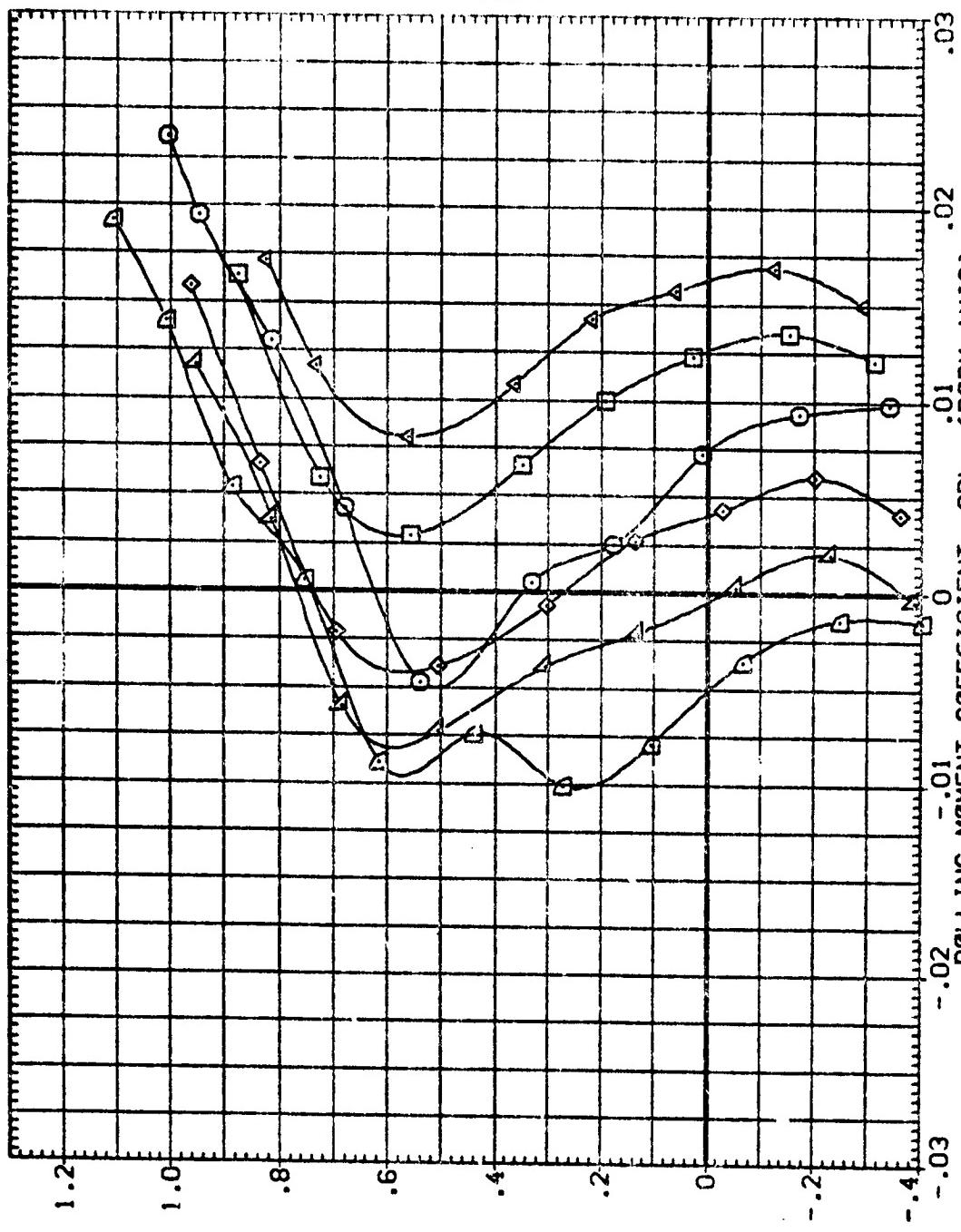
COEFF = .98

PAGE 61

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(BA0110)	○	V5 B2 T
(BA0086)	□	V5 B2 T
(ZA0072)	×	V5 B2 T
(BA0060)	△	V5 B2 T
(ZA0058)	◇	V5 B2 T
(ZA0105)	□	V5 B2 T

AIL-L AIL-R HORIZT
 .000 .000 .000
 5.000 .000 .000
 -5.000 .000 .000
 10.000 .000 .000
 -10.700 .000 .000
 -14.300 .000 .000



LIFT COEFFICIENT, CL

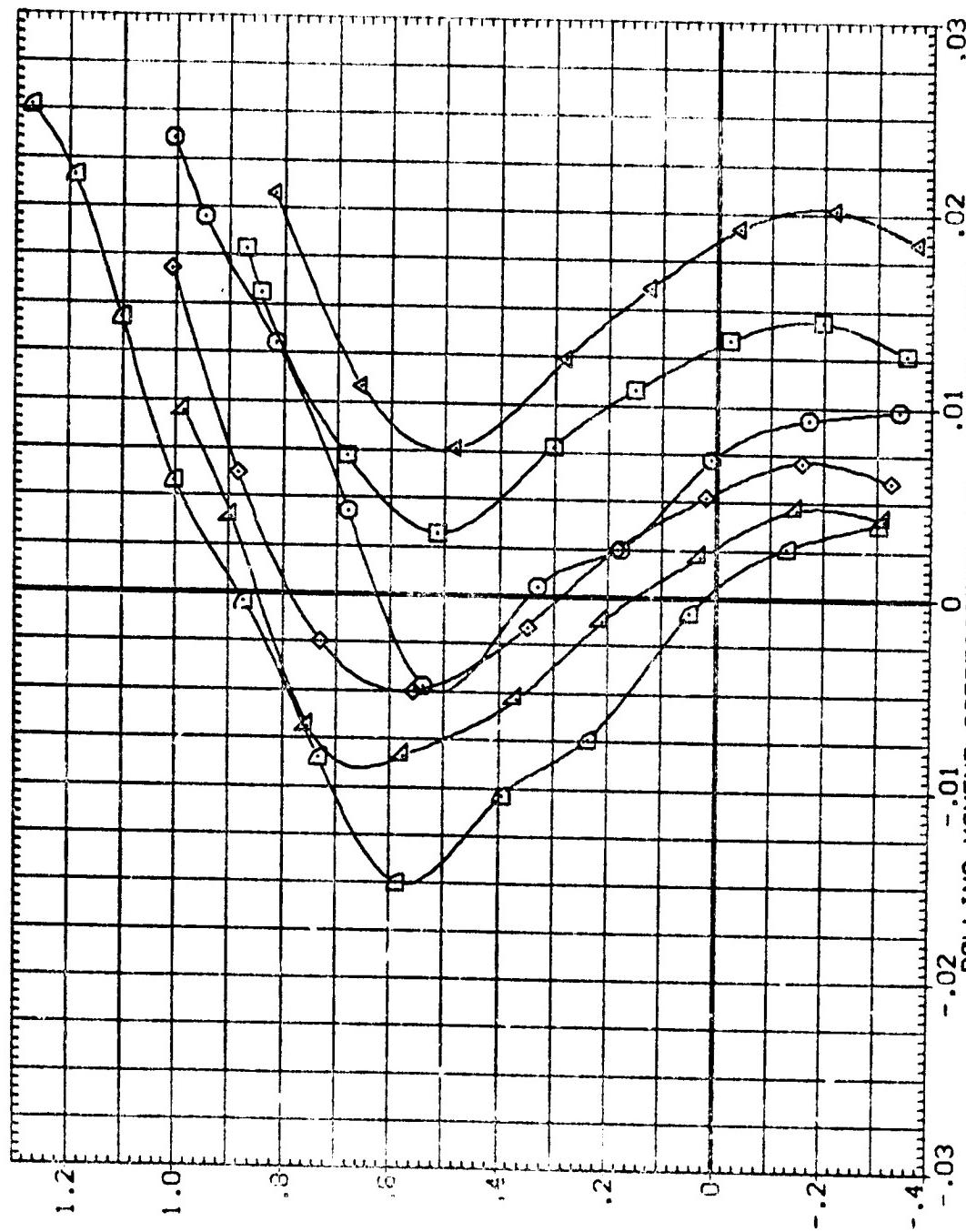
ROLLING
MOMENT

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 45.0 DEG.
 $C_D MACH = .98$

PAGE 62

DATA SET STREAM CONFIGURATION DESCRIPTION

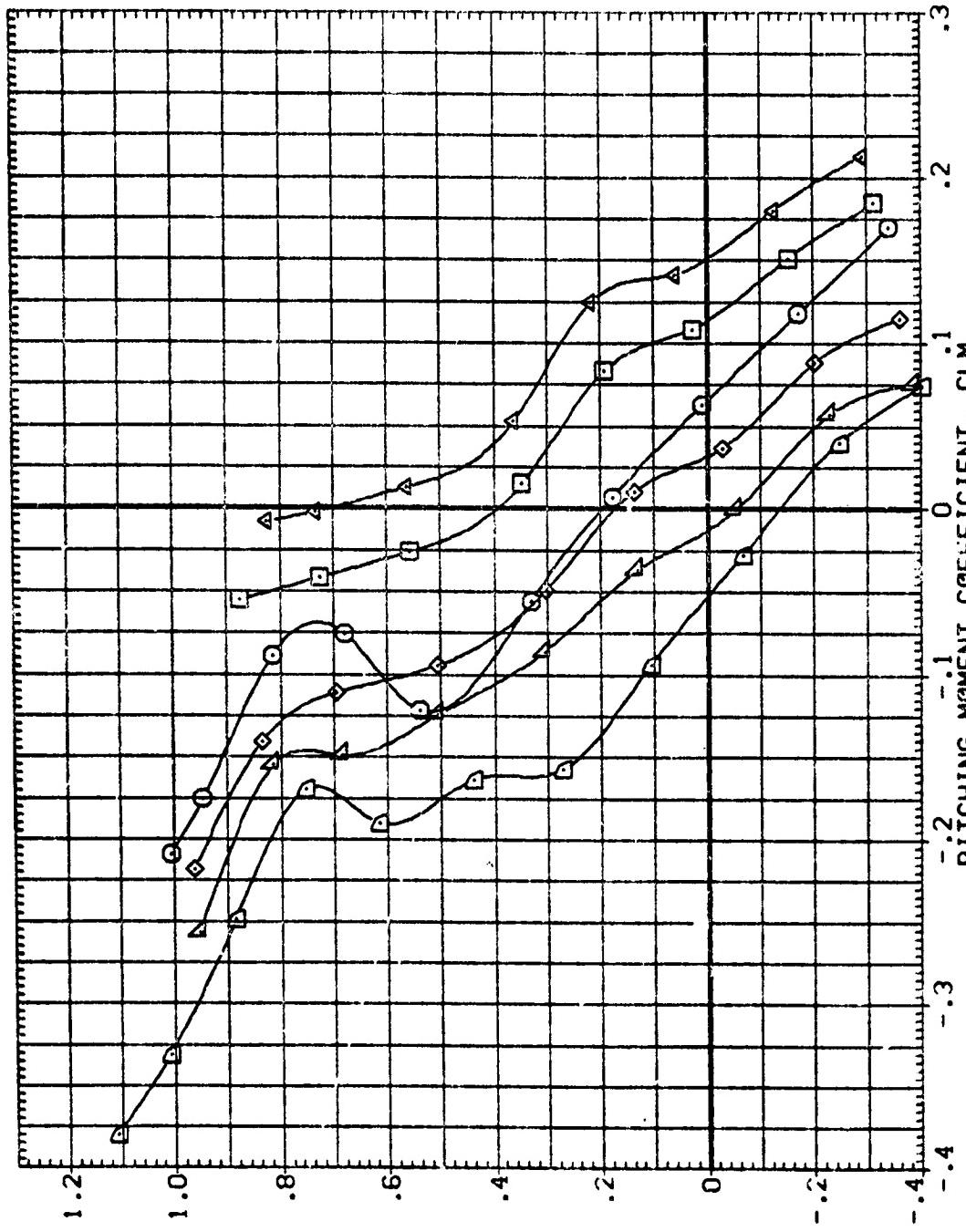
DATA SET STREAM	CONFIGURATION DESCRIPTION
(340110)	V5 B2 T
(2A0068)	V5 B2 T
(2A0070)	V5 B2 T
(B40065)	V5 B2 T
(2A0063)	V5 B2 T
(2A0133)	V5 B2 T



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
 $(MACH) = .98$

DATA SET SYMBOL	CONFIGURATION DESCRIPTION	AIL-L	AIL-R	HORIZ.
(BA0110)	V5 B2 T	.000	.000	.000
(BA0086)	V5 B2 T	.000	.000	.000
(BA0072)	V5 B2 T	.000	.000	.000
(BA0060)	V5 B2 T	-10.100	.000	.000
(BA0059)	V5 B2 T	-10.700	.000	.000
(ZB0105)	V5 B2 T	-14.300	.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
MACH = .98

PAGE 64

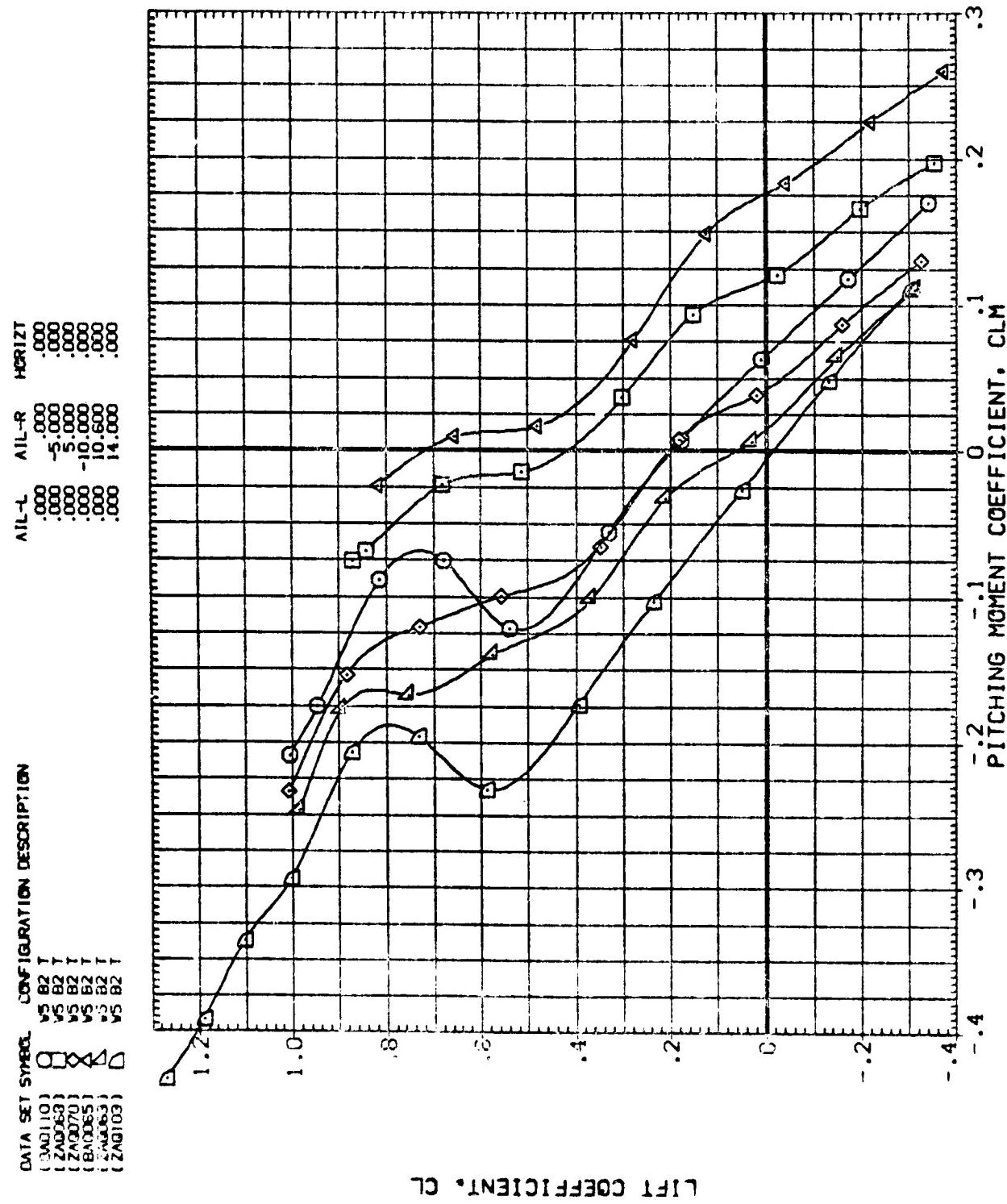


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =45.0 DEG.

$$CDMACH = .98$$

DATA SET SYMBOL	CONFIGURATION DESCRIPTION	AIL-L	AIL-R	HORIZT
(B00110)	V3 B2	.000	.000	.000
(B00086)	V5 B2	.000	.000	.000
(Z00072)	V5 B2	.000	.000	.000
(B00060)	V5 B2	.000	.000	.000
(Z00058)	V3 B2	.000	.000	.000
(Z00105)	V5 B2	.000	.000	.000

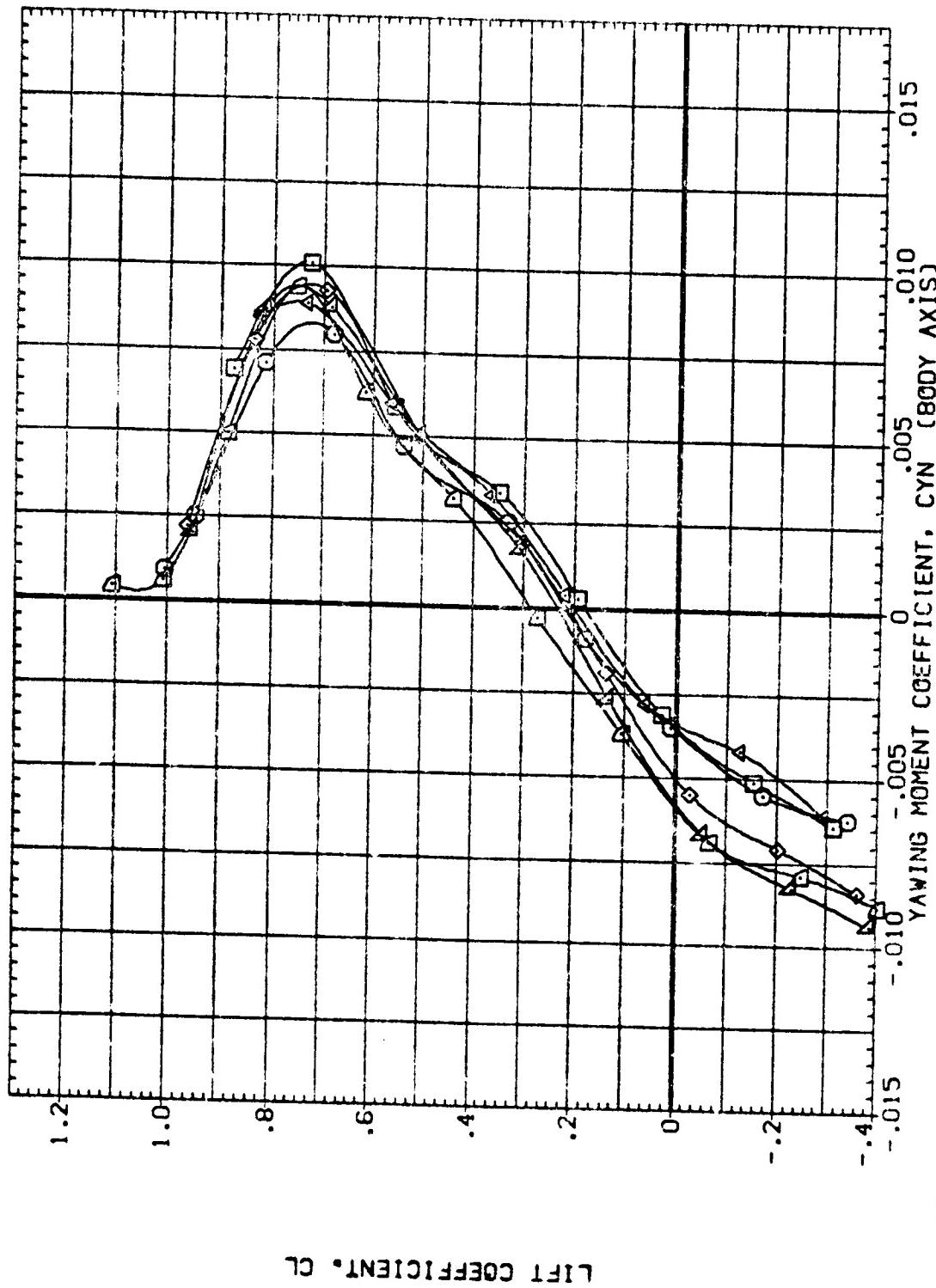
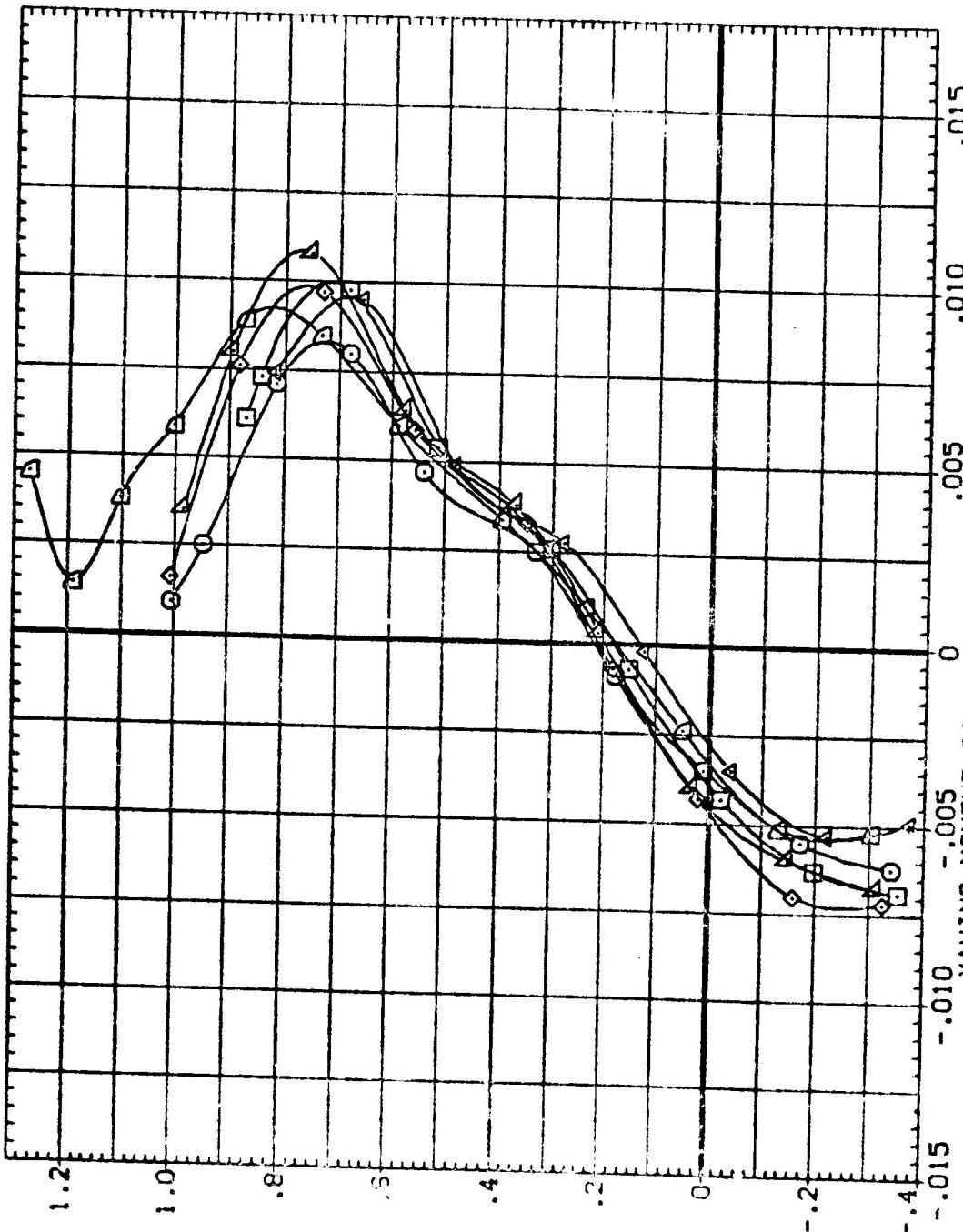


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 45.0 DEG.
 $(D)MACH = .98$

PAGE 66

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ
(BAQ110)	.000	.000	.000
(ZAO068)	.000	-.5.000	.000
(ZAO070)	.000	.5.000	.000
(EAO065)	.000	-10.000	.000
(ZAO063)	.000	10.000	.000
(ZAO061)	.000	14.000	.000

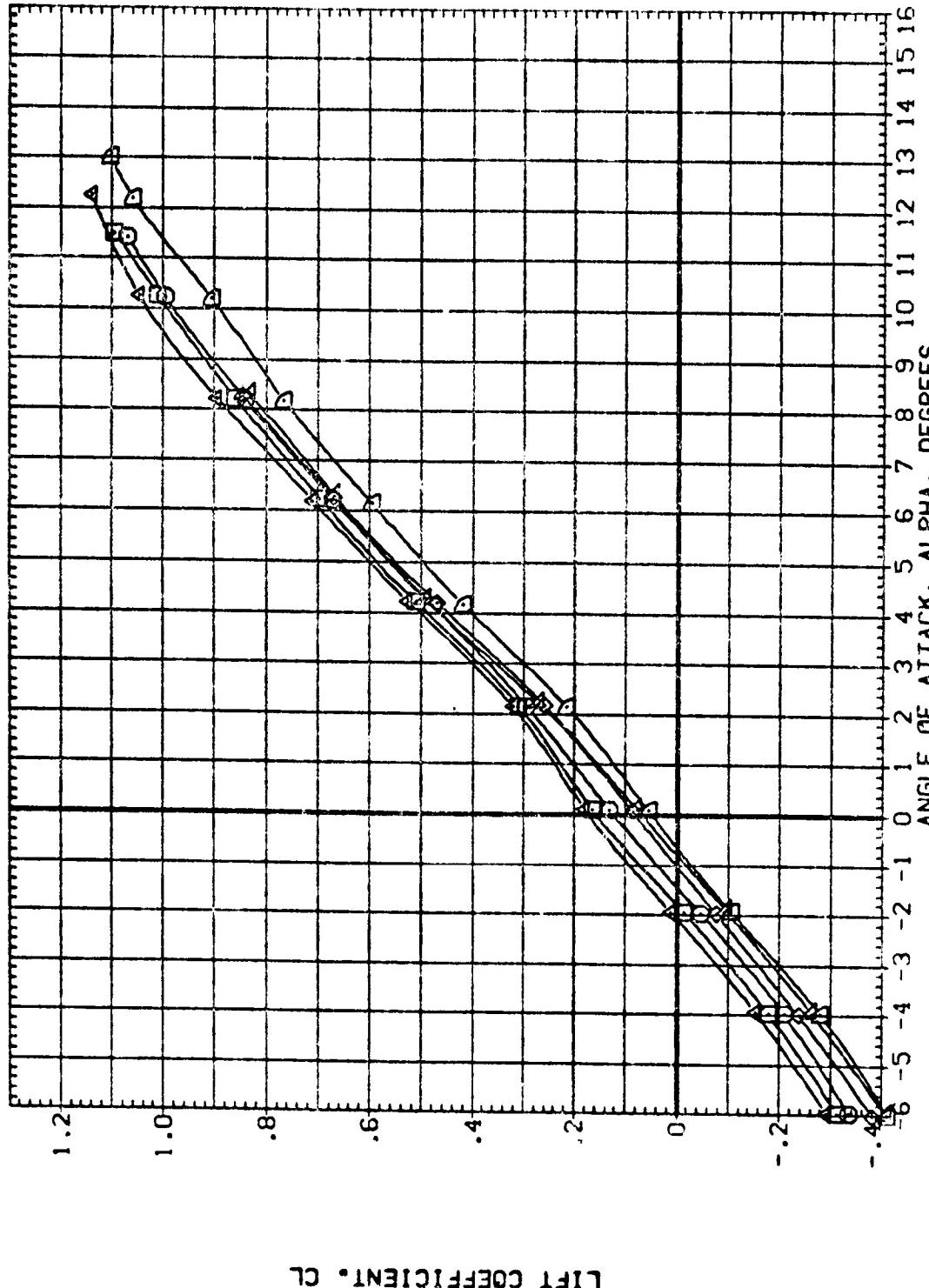


LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
 $C_D MACH = .98$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

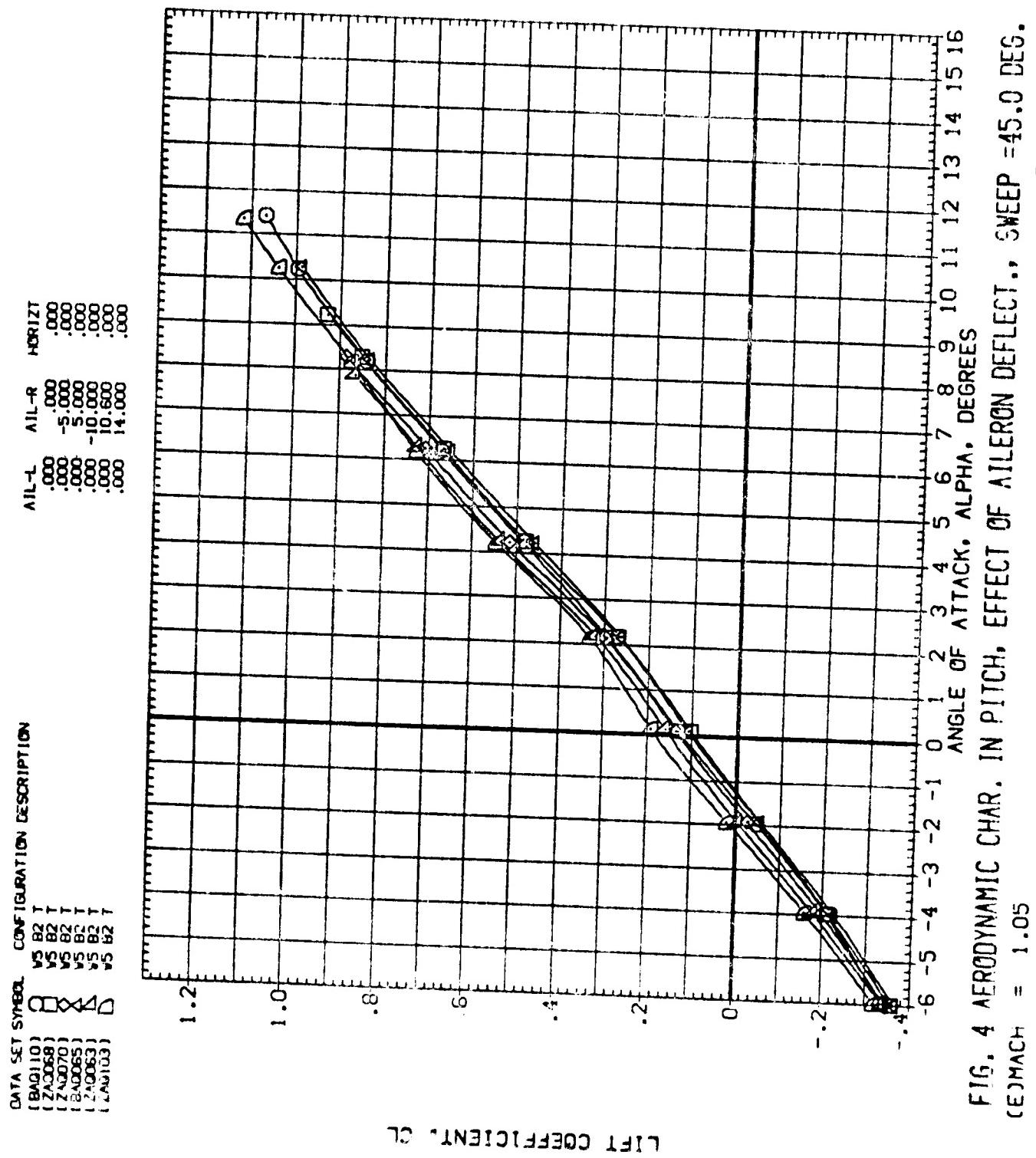
	AIL-L	AIL-R	HORIZ
(BAQ110)	V5	B2	1
(BAQ096)	V5	B2	1
(ZAQ072)	V5	B2	1
(BAQ080)	V5	B2	1
(ZAQ056)	V5	B2	1
(ZAQ105)	V5	B2	1



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
(E)MACH = 1.05

PAGE 68

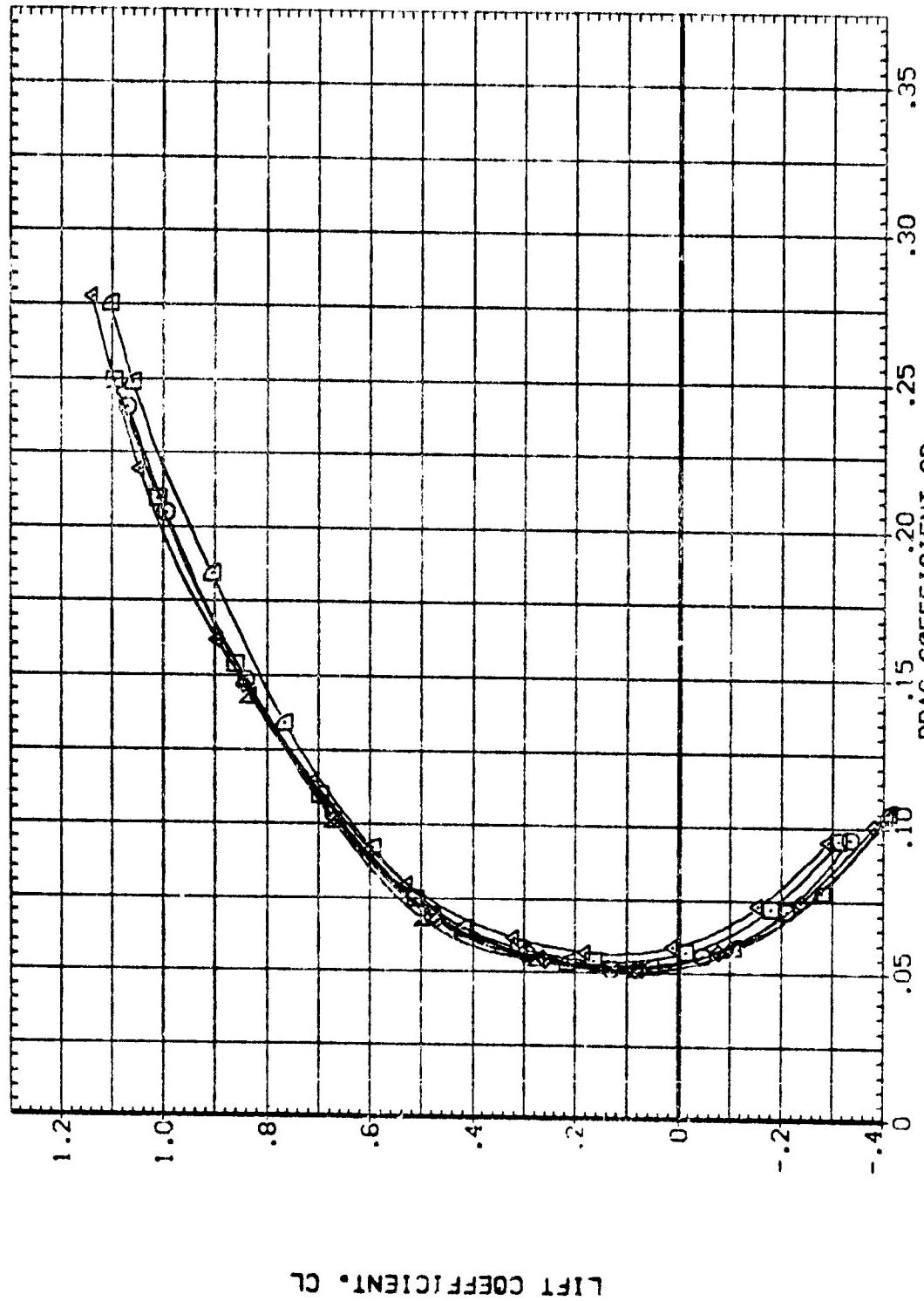


DATA SET SYMBOL CONFIGURATION DESCRIPTION

(BAG110)	VS B2	I
(BAG096)	VS B2	I
(ZAG072)	VS B2	I
(BAG060)	VS B2	I
(ZAG058)	VS B2	I
(ZAG105)	VS B2	I

AIL-L AIL-R HORIZT

{8AG110}	.000	.000	.000
{BAG096}	5.000	.000	.000
{ZAG072}	-5.000	.000	.000
{BAG060}	10.100	.000	.000
{ZAG058}	-10.700	.000	.000
{ZAG105}	-14.300	.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
(E)MACH = 1.05

PAGE 70

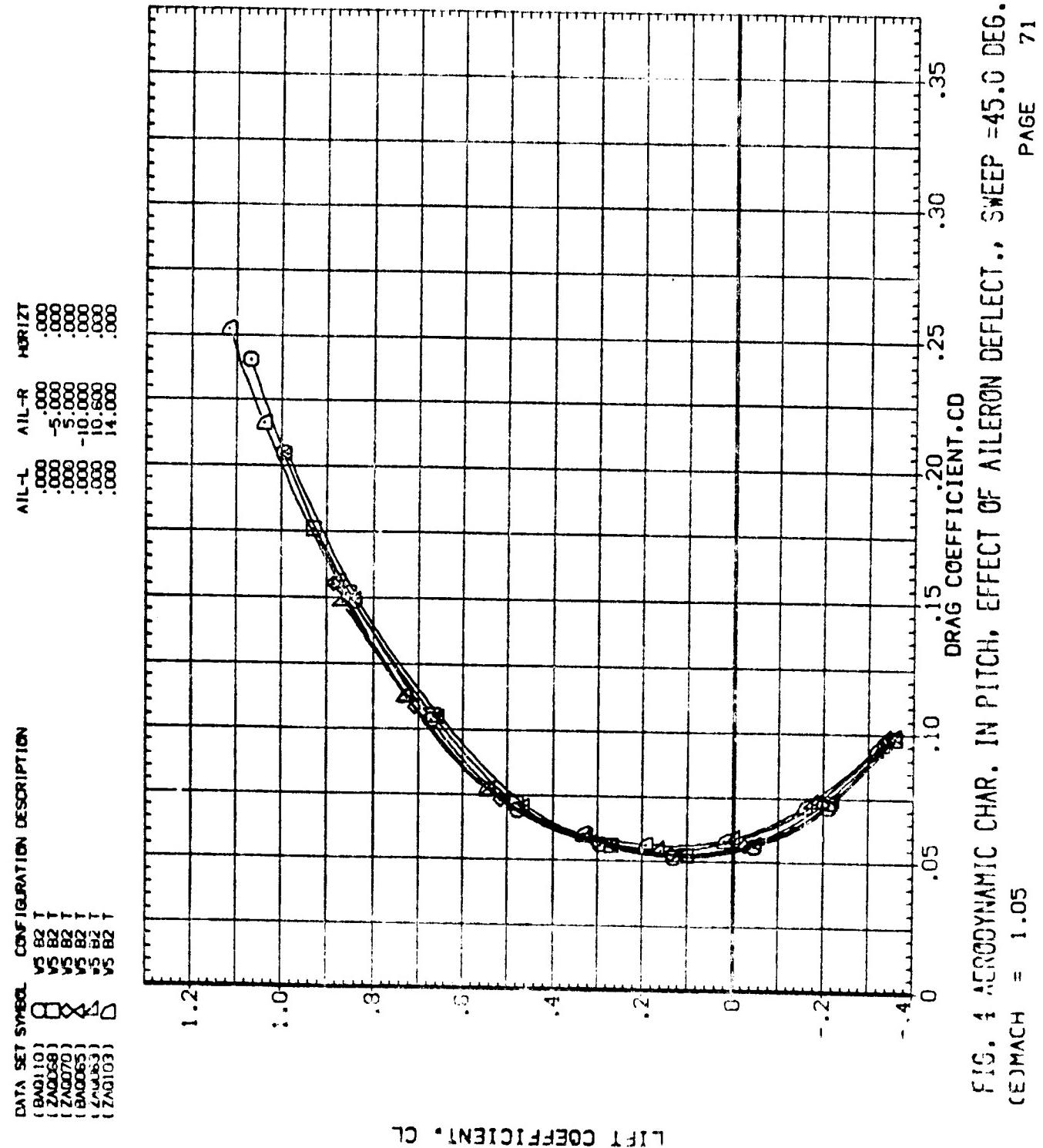


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =45.0 DEG.
CEMACH = 1.05

REF ID:
ORIG

DATA SET SYMBOL	CONFIGURATION DESCRIPTION	AIL-L	AIL-R	HORIZ
(BAQ110)	V5 82 T	.000	.000	.000
(BAQ086)	V5 82 T	5.000	.000	.000
(BAQ072)	V5 82 T	-5.000	.000	.000
(BAQ060)	V5 82 T	10.100	.000	.000
(BAQ058)	V5 82 T	-10.700	.000	.000
(ZAG105)	V5 82 T	-14.300	.000	.000

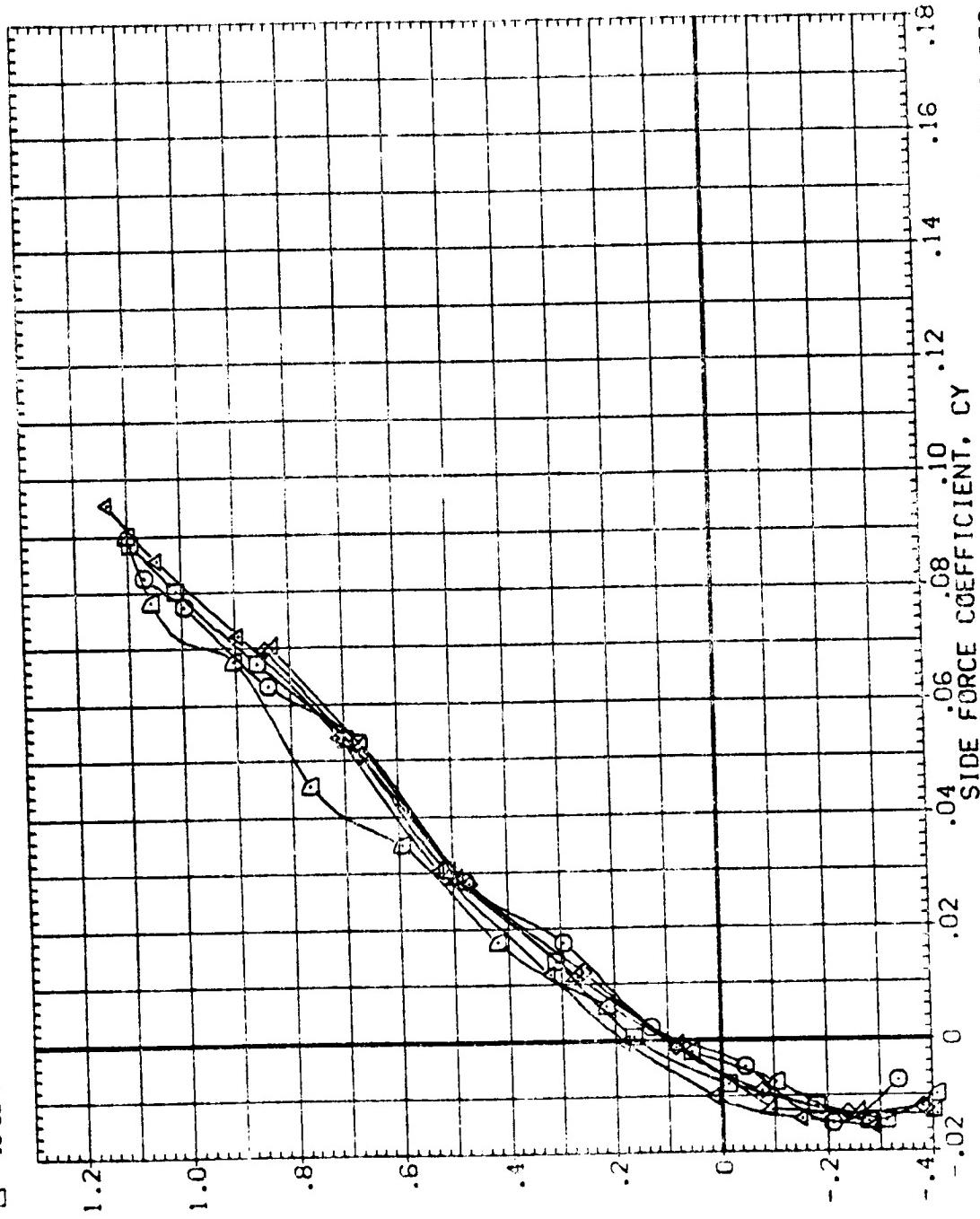


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 45.0 DEG.
 $C_{MACH} = 1.05$

PAGE 77

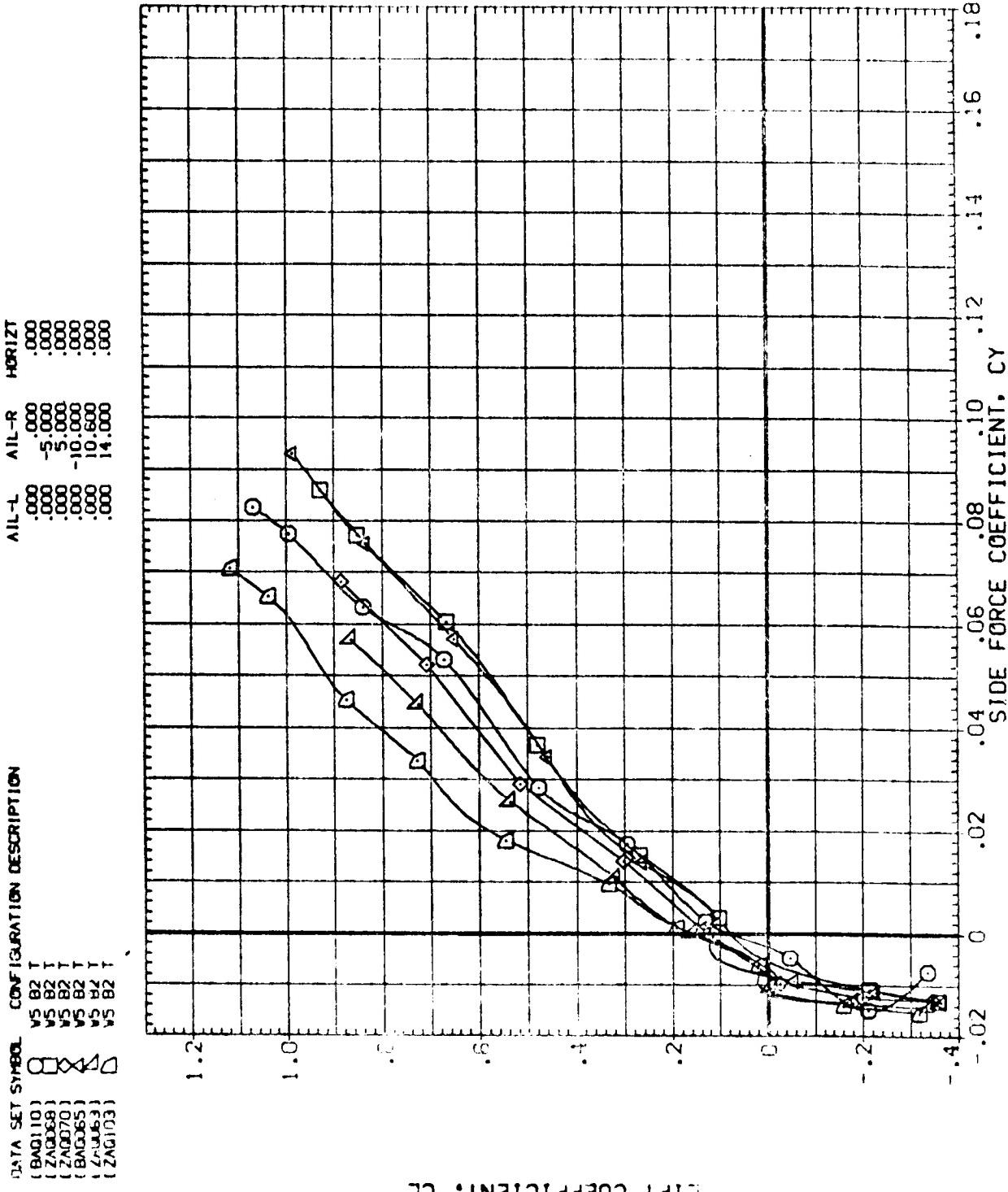


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 45.0 DEG.
 $(E)MACH = 1.05$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ.
{BAD110}	.000	.000	.000
{BAD082}	.000	.000	.000
{BAD086}	.000	.000	.000
{ZAD072}	-5.000	.000	.000
{BAD060}	-10.188	.000	.000
{ZAD058}	-13.700	.000	.000
{ZAD056}	-14.300	.000	.000

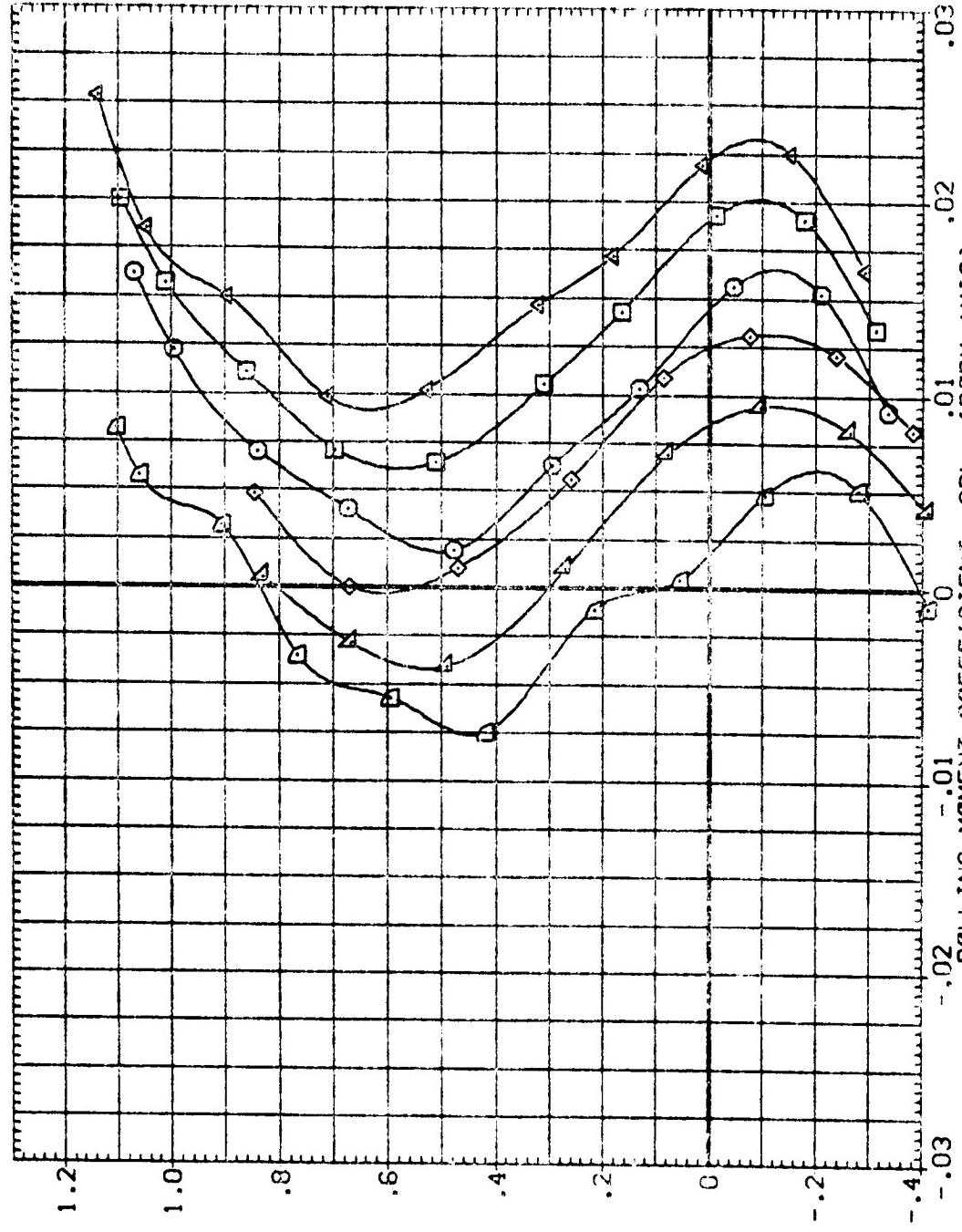


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
 $M_{EFFECTIVE} = 1.05$

PAGE 74

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(2A0110)	V5 82	I
(2A0158)	□	XXXXX10
(2A0070)	V5 82	I
(2A0065)	V5 82	I
(2A0063)	V5 82	I
(2A0103)	□	V5 82 I

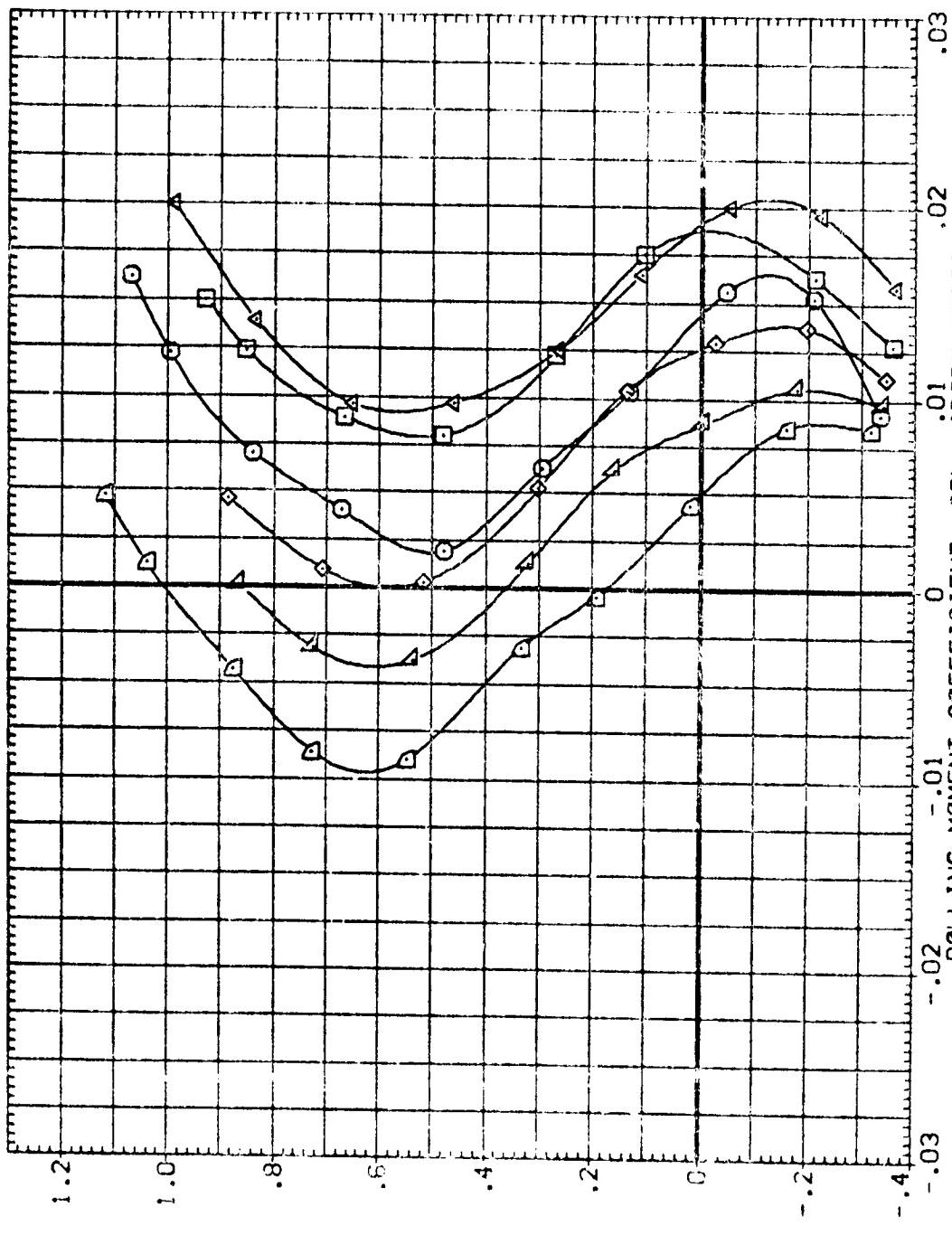


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SKEEP = 45.0 DEG.
CEMMACH = 1.05

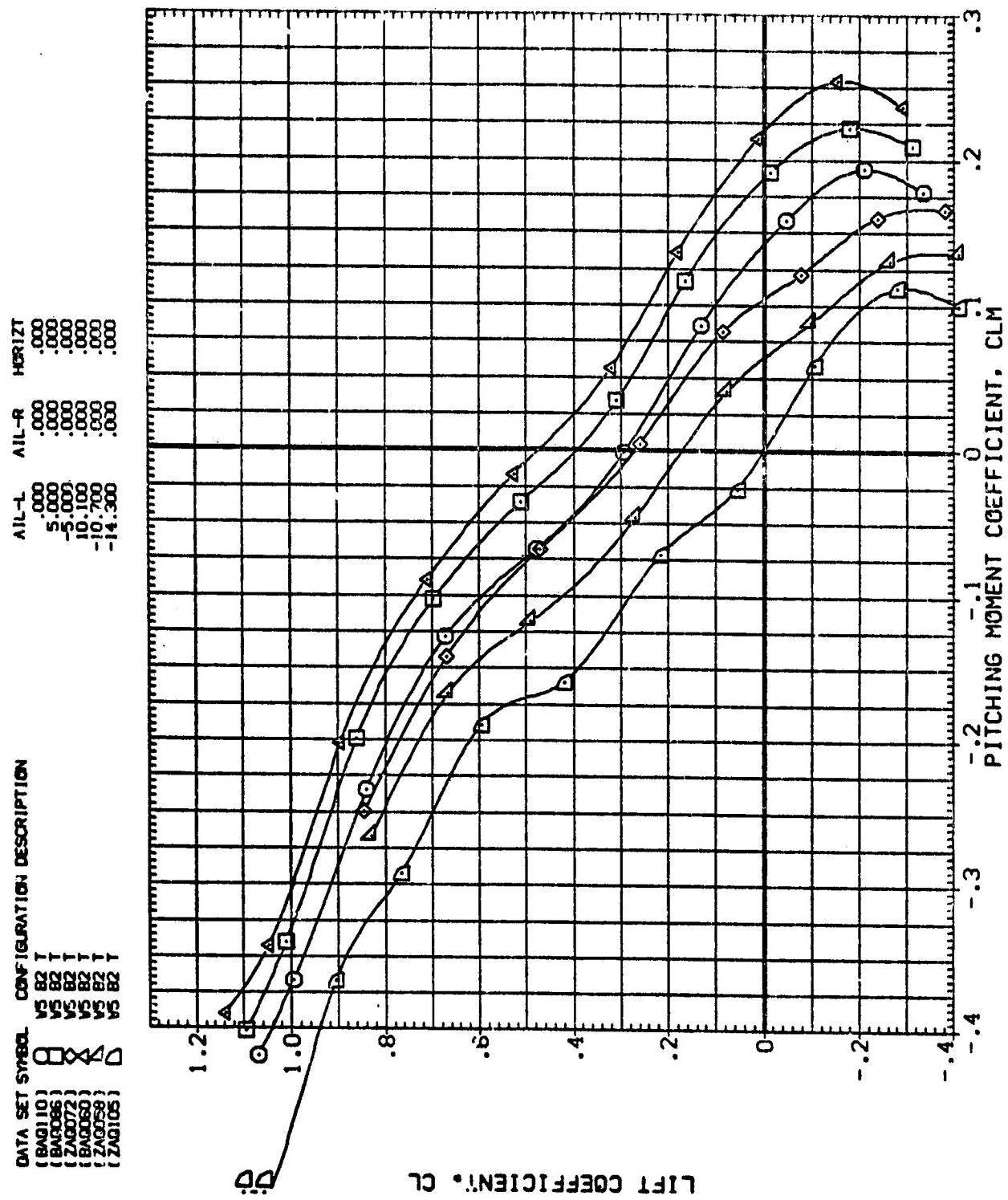
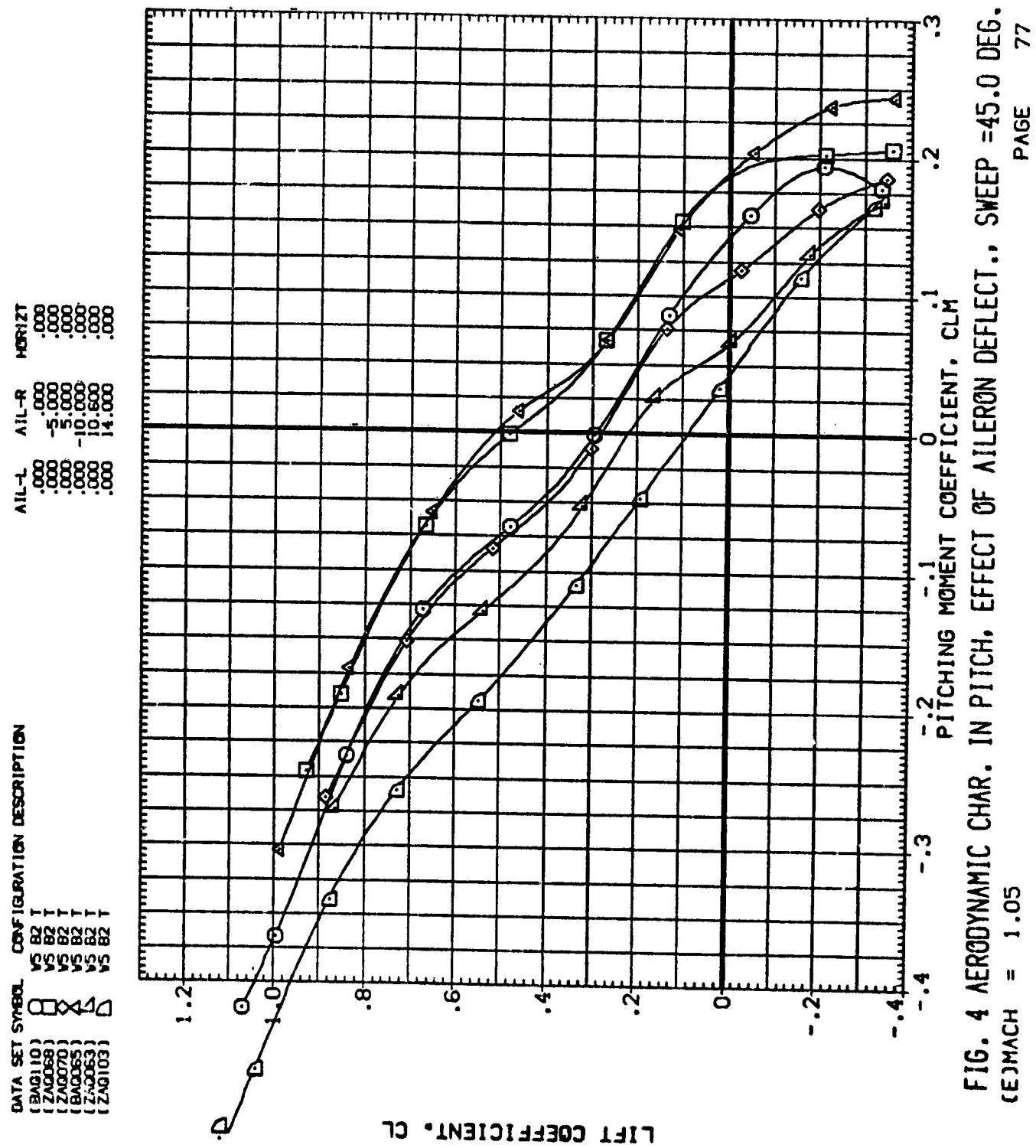


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 45.0 DEG.
 $(E)MACH = 1.05$

PAGE 76



DATA SET SNAME CONFIGURATION DESCRIPTION

(BA0)10)	V5 B2 T
(BA0)06)	V5 B2 T
(ZB0)072)	V5 B2 T
(ZB0)060)	V5 B2 T
(ZB0)058)	V5 B2 T
(ZB0)105)	V5 B2 T

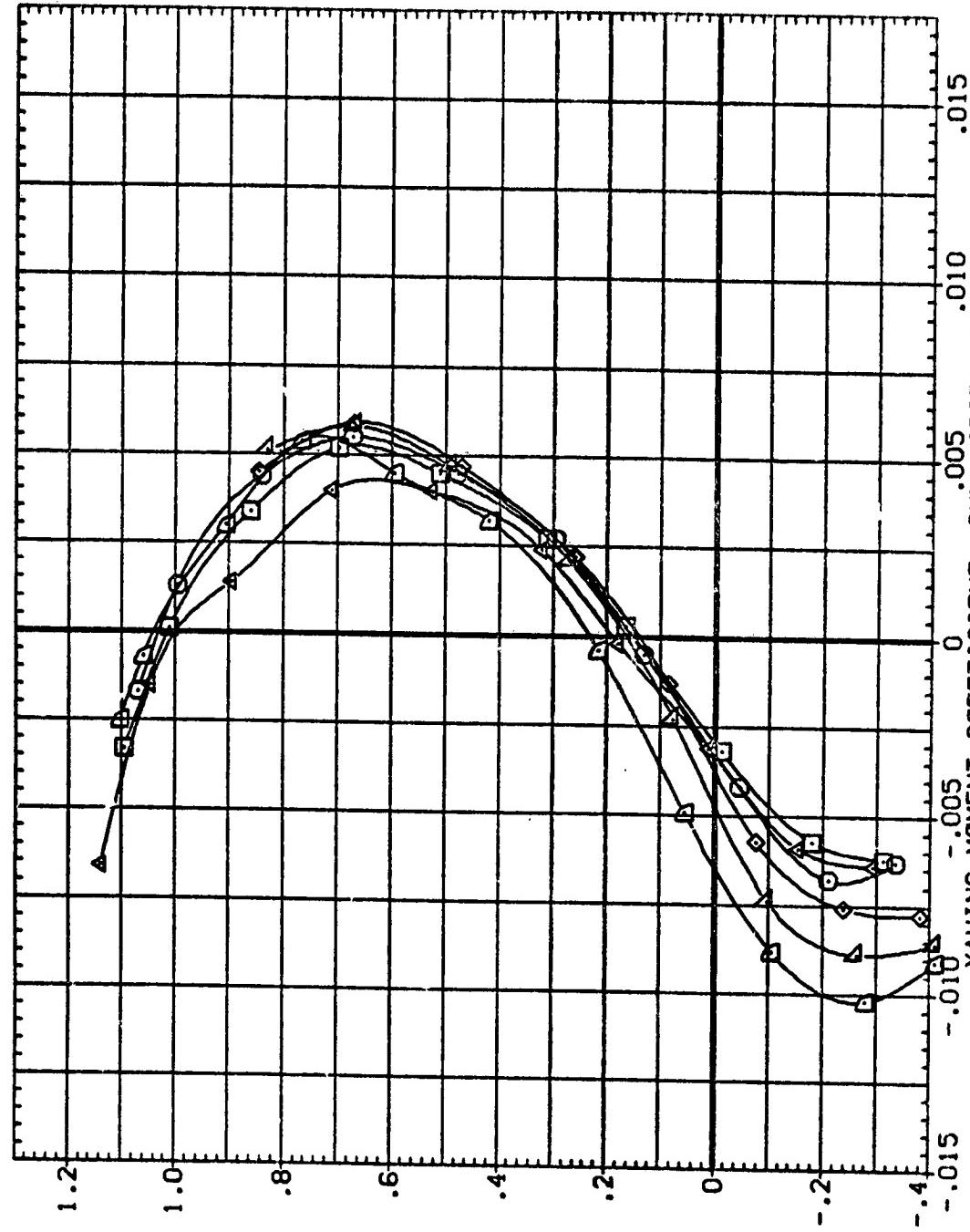


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 45.0 DEG.
 $(E)MACH = 1.05$

PAGE 78

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ
(BAD110)	.000	.000	.000
(ZAD058)	.000	-5.000	.000
(ZAD070)	.000	-10.000	.000
(BAD055)	.000	-10.600	.000
(ZAD063)	.000	14.000	.000
(ZAD103)			

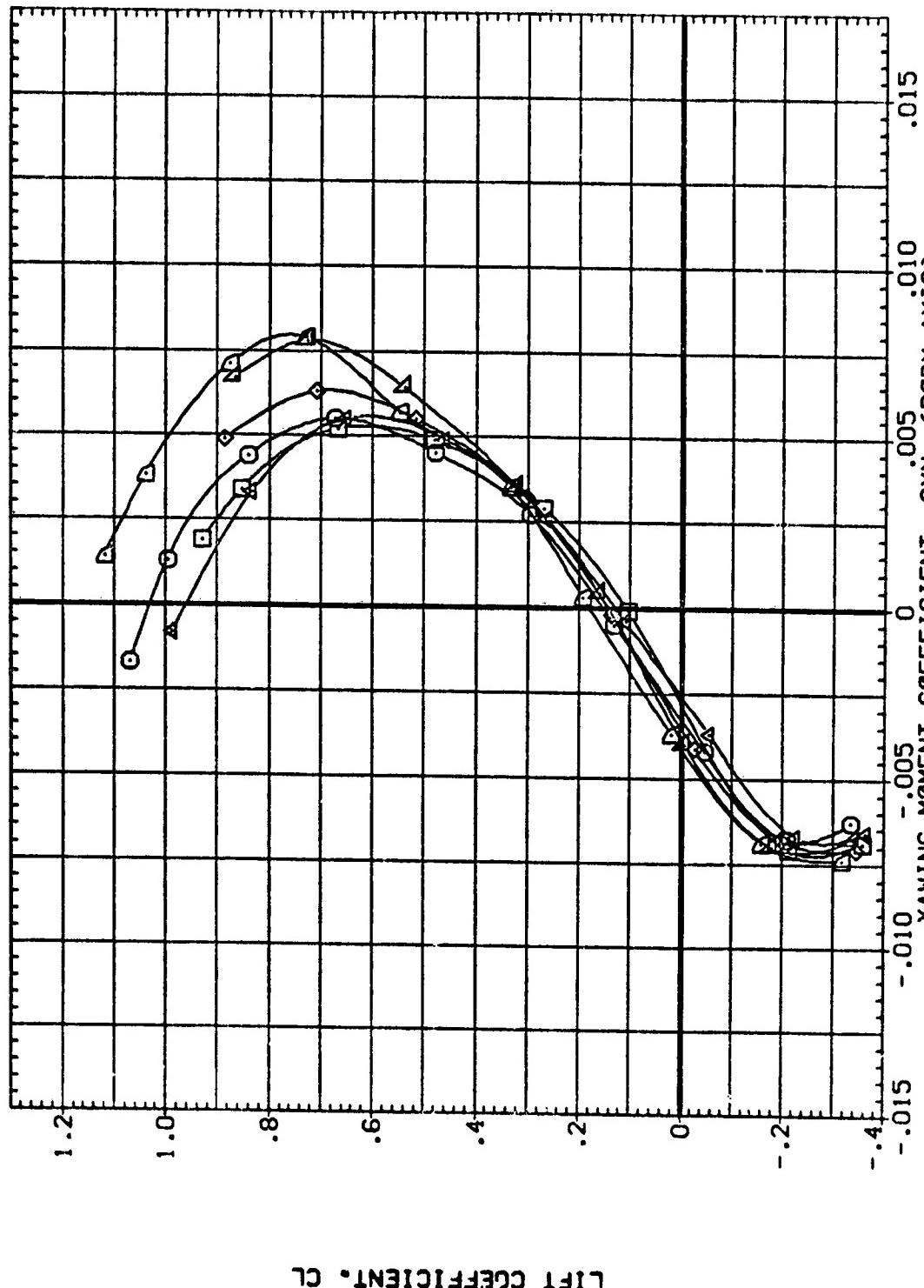


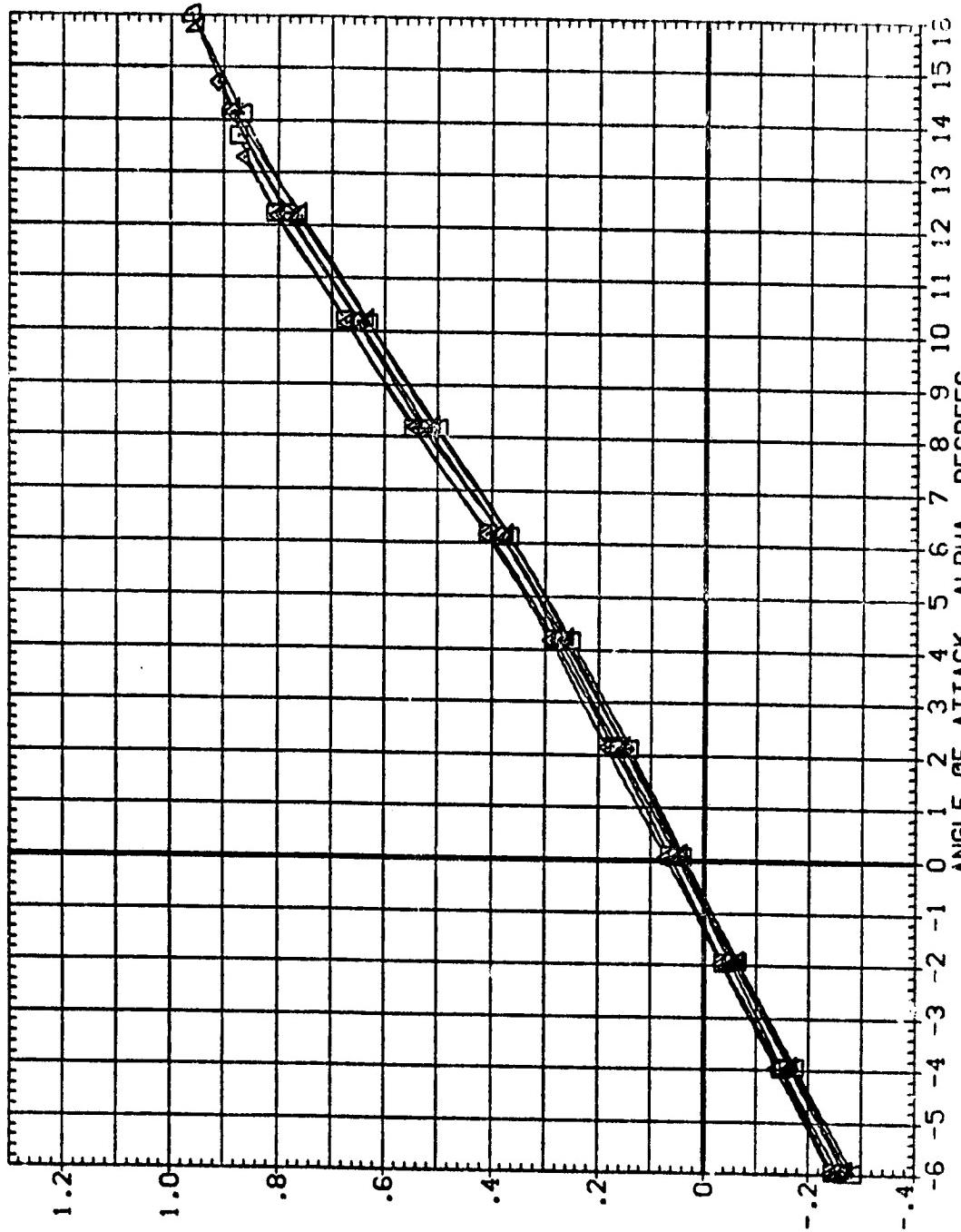
FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 45.0 DEG.
 (E)MACH = 1.05

DATA SET SYMBOL CONFIGURATION DESCRIPTION

{ZAD15}	V5	82	T
{BAD08}	V5	82	T
{BAD07}	V5	82	T
{BAD06}	V5	82	T
{BAD04}	V5	82	T
{ZAD05}	V5	82	T

AIL-L AIL-R HORIZT

.000	.000	.000
5.000	.000	.000
-5.000	.000	.000
10.100	.000	.000
-10.700	.000	.000
-14.300	.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET =30.0 DEG.
(A)MACH = .80

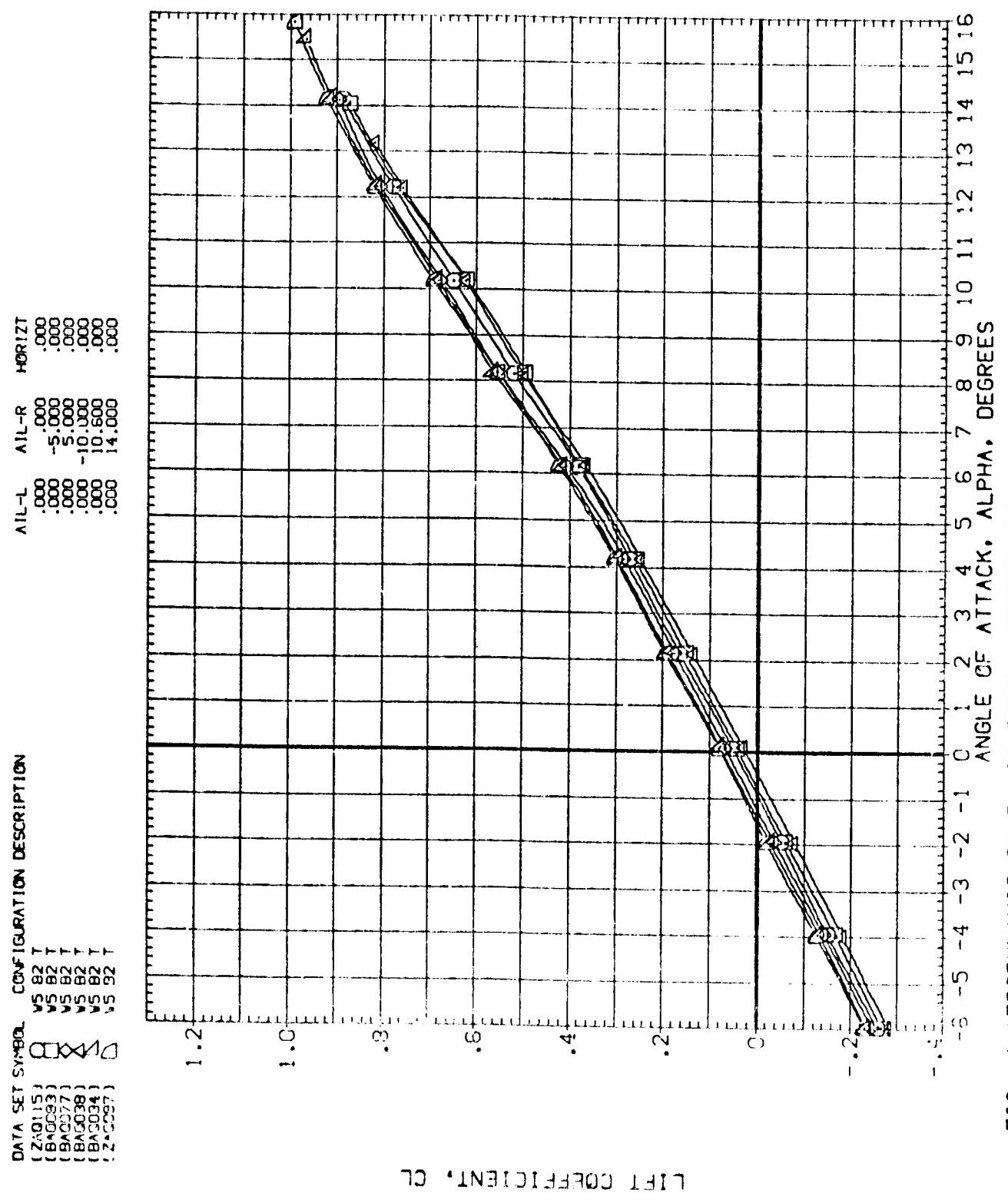
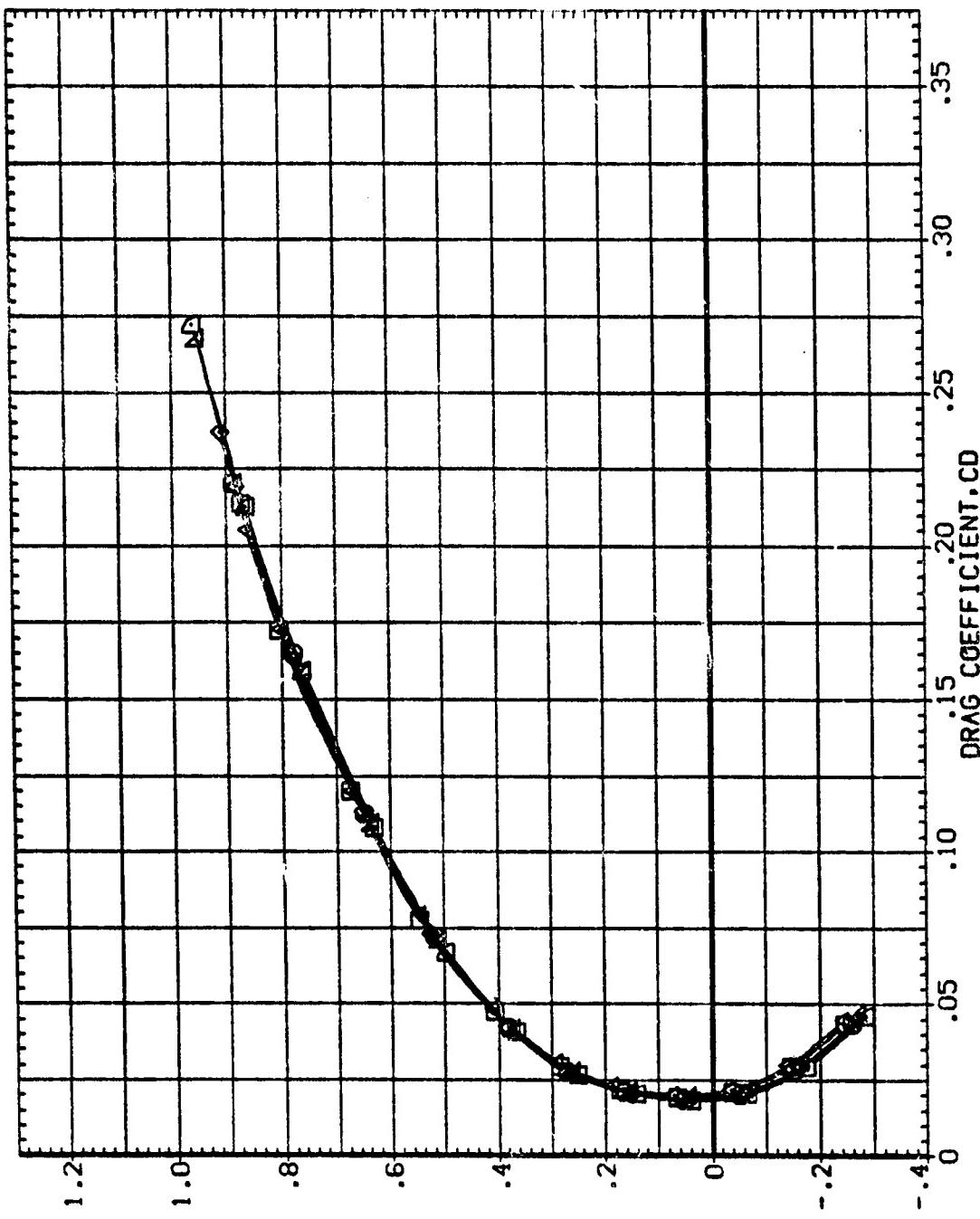


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SLEEP =60.0 DEG.

$C_{L, MAX} = .80$

DATA SET	SWEEP	CONFIGURATION DESCRIPTION
ZAG(15)	V5	B2 1
(BAGQ90)	V5	B2 1
(BAGQ74)	V5	B2 1
(BAGQ46)	V5	B2 1
(BAGQ12)	V5	B2 1
(ZAGQ95)		



LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 60.0 DEG.
MACH = .80

DATA SET SYMBOL CONFIGURATION DESCRIPTION

ZAGL151	VS B2 T
BAGC431	VS B2 T
BAGC471	VS B2 T
BAGC391	VS B2 T
BAGC381	VS B2 T
BAGC341	VS B2 T
ZACG971	VS B2 T

AIL-L AIL-R HORZT

.000	.000	.000
.000	-.5.000	.000
.000	.5.000	.000
.000	-.10.000	.000
.000	.10.600	.000
.000	.14.000	.000

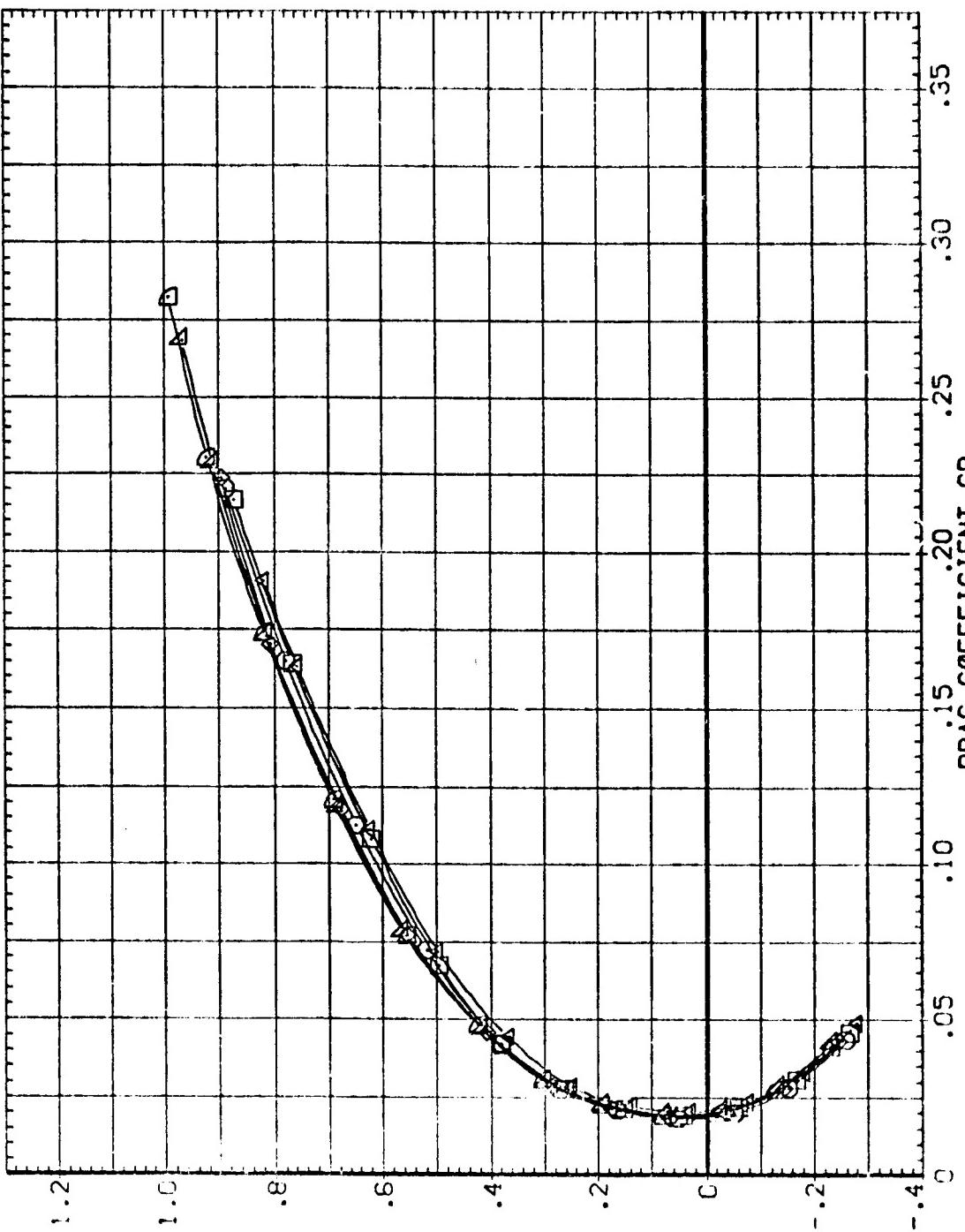
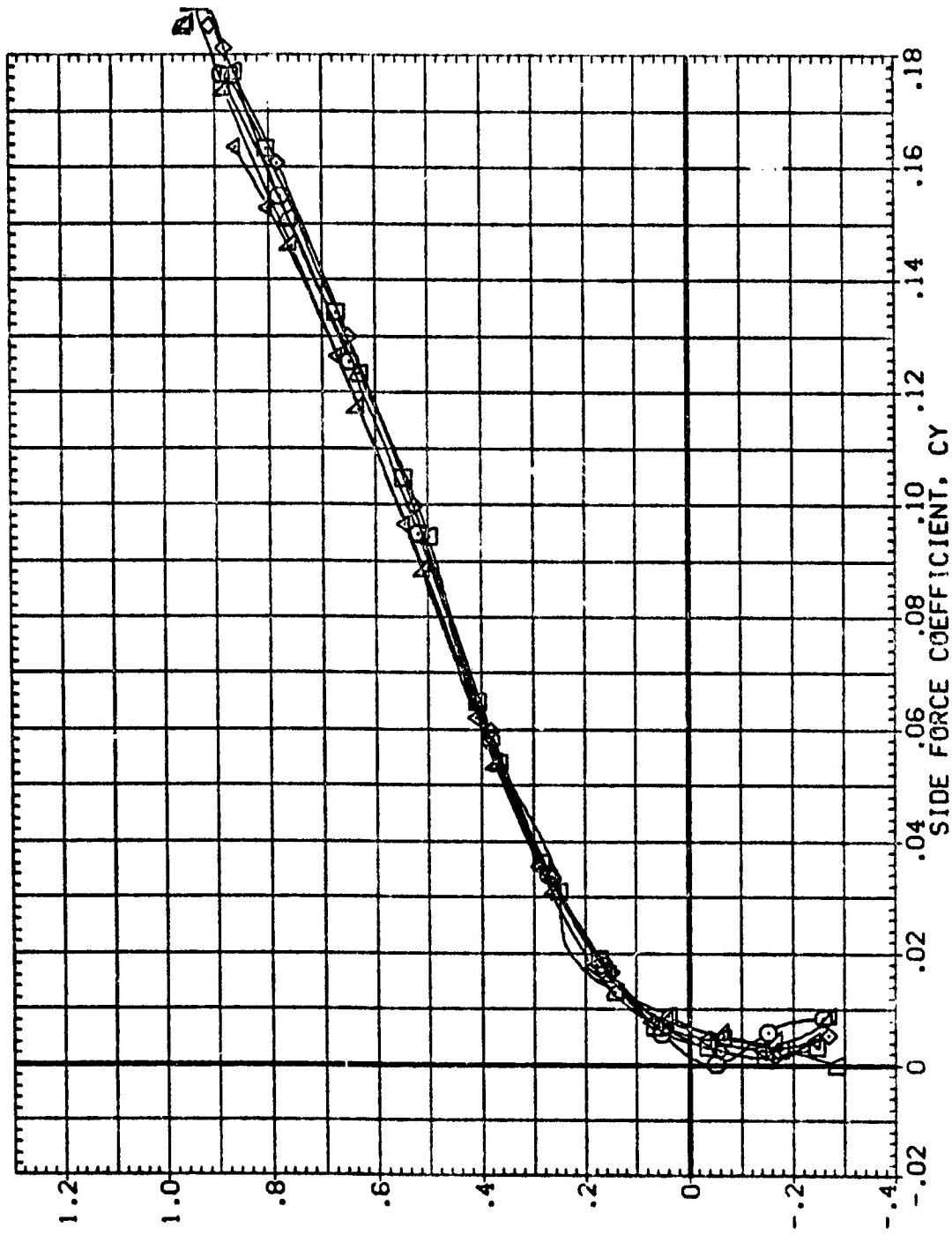


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 60.0 DEG.
 $C_{MACH} = .80$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

		AIL-L	AIL-R	HDR12T
(ZAO115)	V5 82 T	.000	.000	.000
(BAQ080)	V5 82 T	5.000	.000	.000
(BAQ074)	V5 82 T	-5.000	.000	.000
(BAQ046)	V5 82 T	10.100	.000	.000
(BAQ042)	V5 82 T	-10.700	.000	.000
(ZAO095)	V5 82 T	-14.300	.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $(\lambda)MACH = .80$

PAGE 84

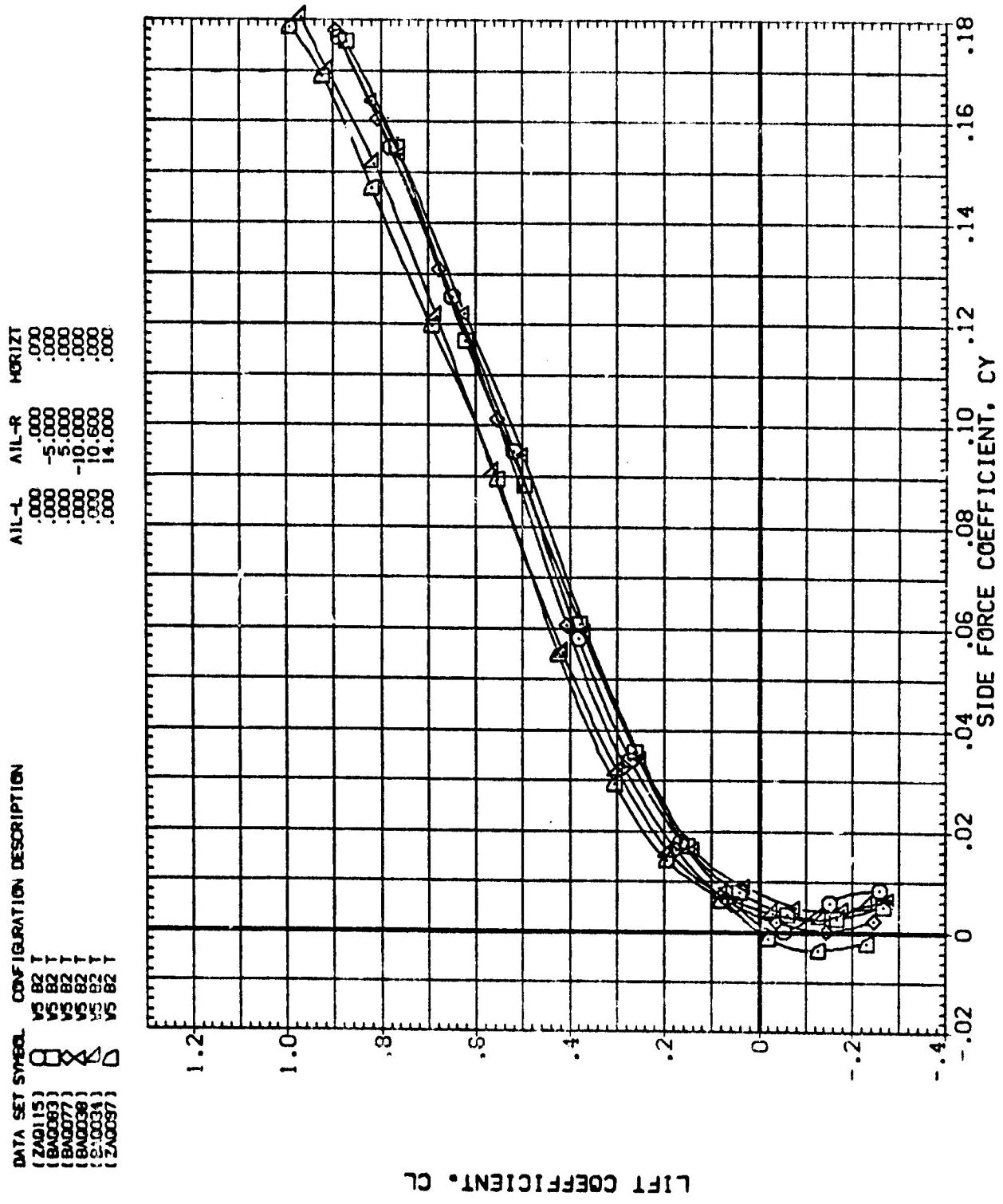
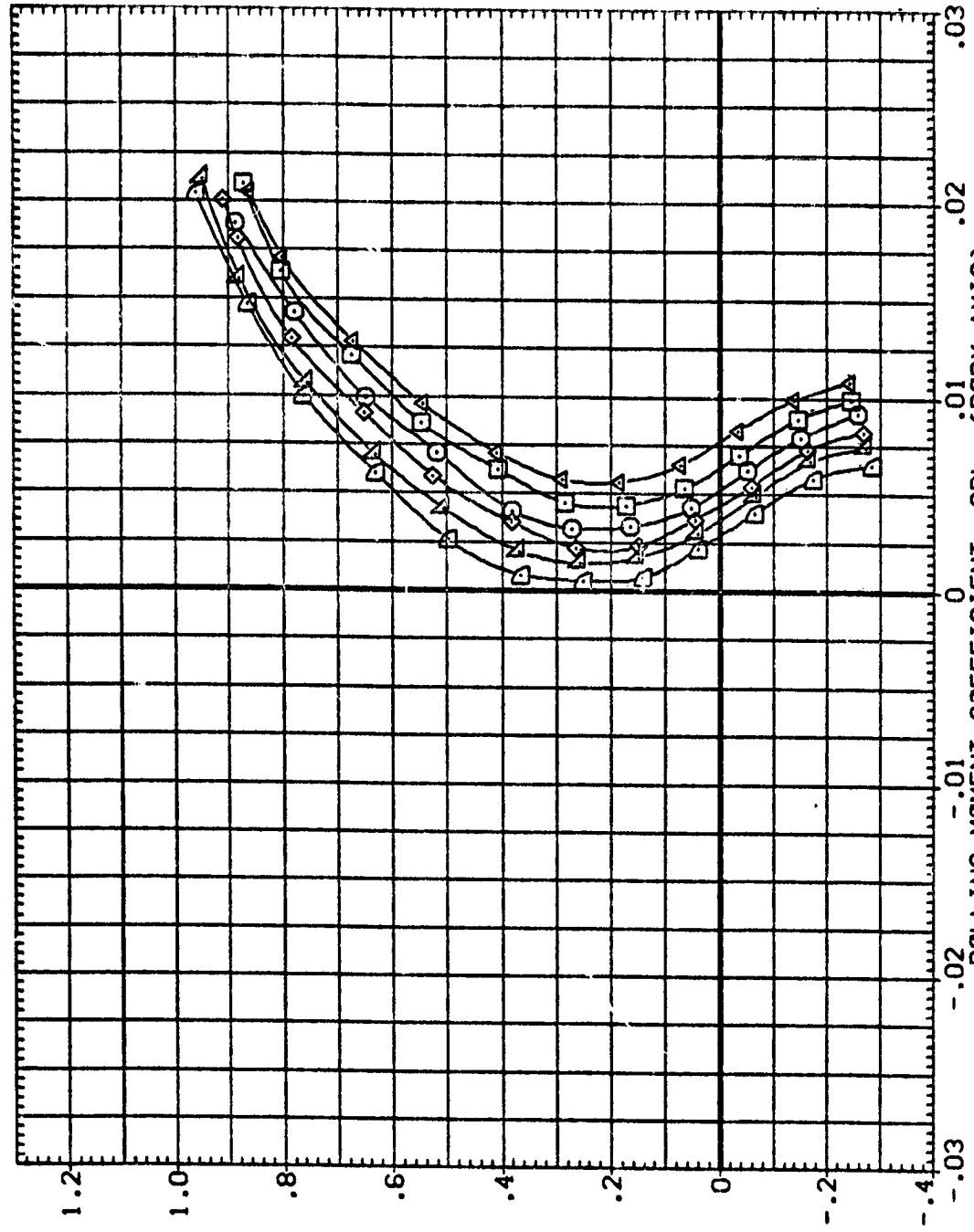


FIG. 4 AERODYNAMIC CHARR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP 50.0 DEG.
 $(\Delta)MACH = .80$

PAGE 85

DATA SET SYMBOL - CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ.
(ZAD15)	.000	.000	.000
(BAG080)	5.000	.000	.000
(BAG074)	-5.000	.000	.000
(BAG046)	10.100	.000	.000
(BAG042)	-10.700	.000	.000
(ZAD095)	-14.300	.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $(\Delta)_MACH = .80$

PAGE 86

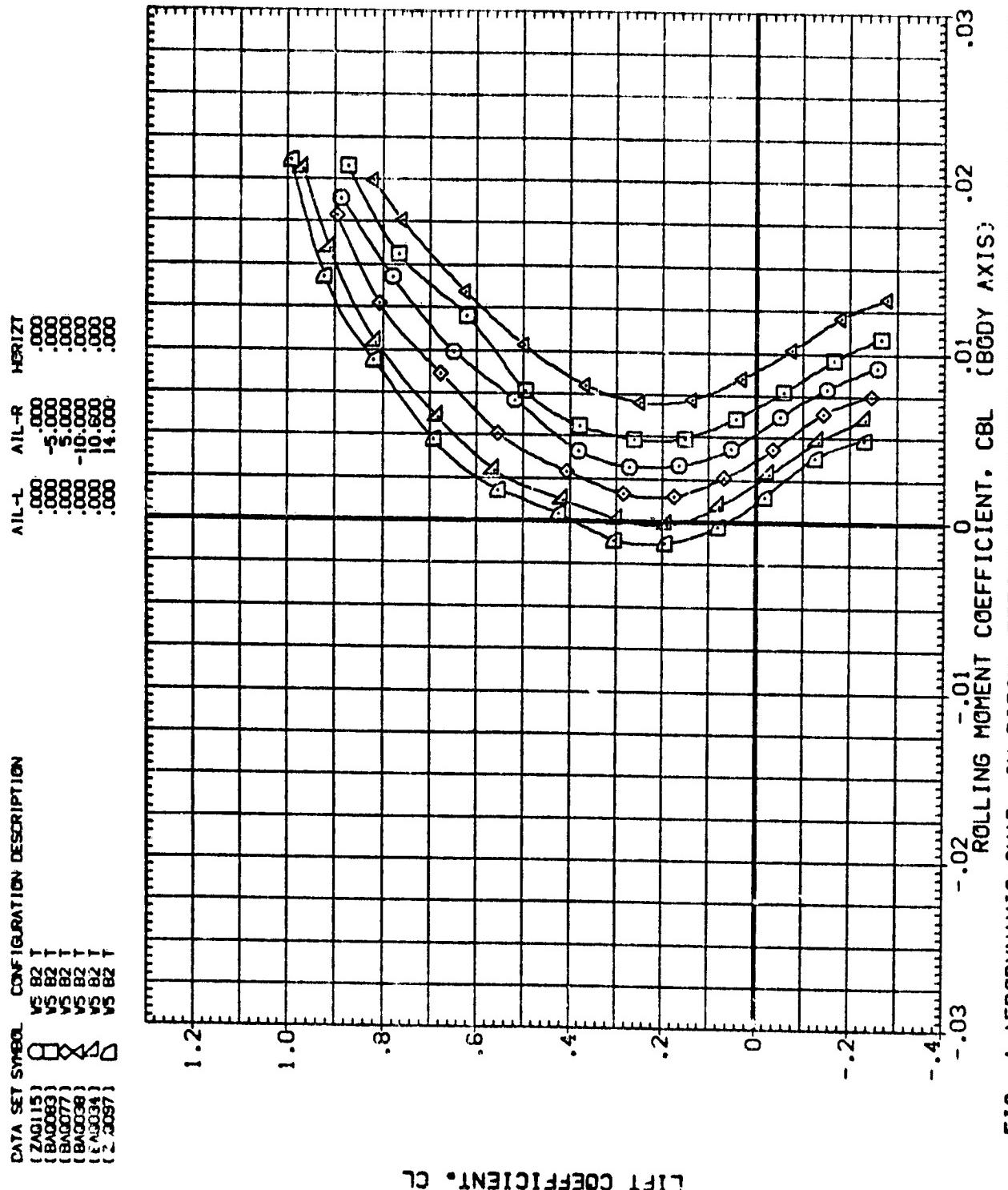


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $C_{MACH} = .80$

PAGE 87

DATA SET SWEEP CONFIGURATION DESCRIPTION

(ZAG115)	V5 B2 T
(BA0080)	V5 B2 T
(BA0074)	V5 B2 T
(BA0046)	V5 B2 T
(BA0042)	V5 B2 T
(ZAG095)	V5 B2 T

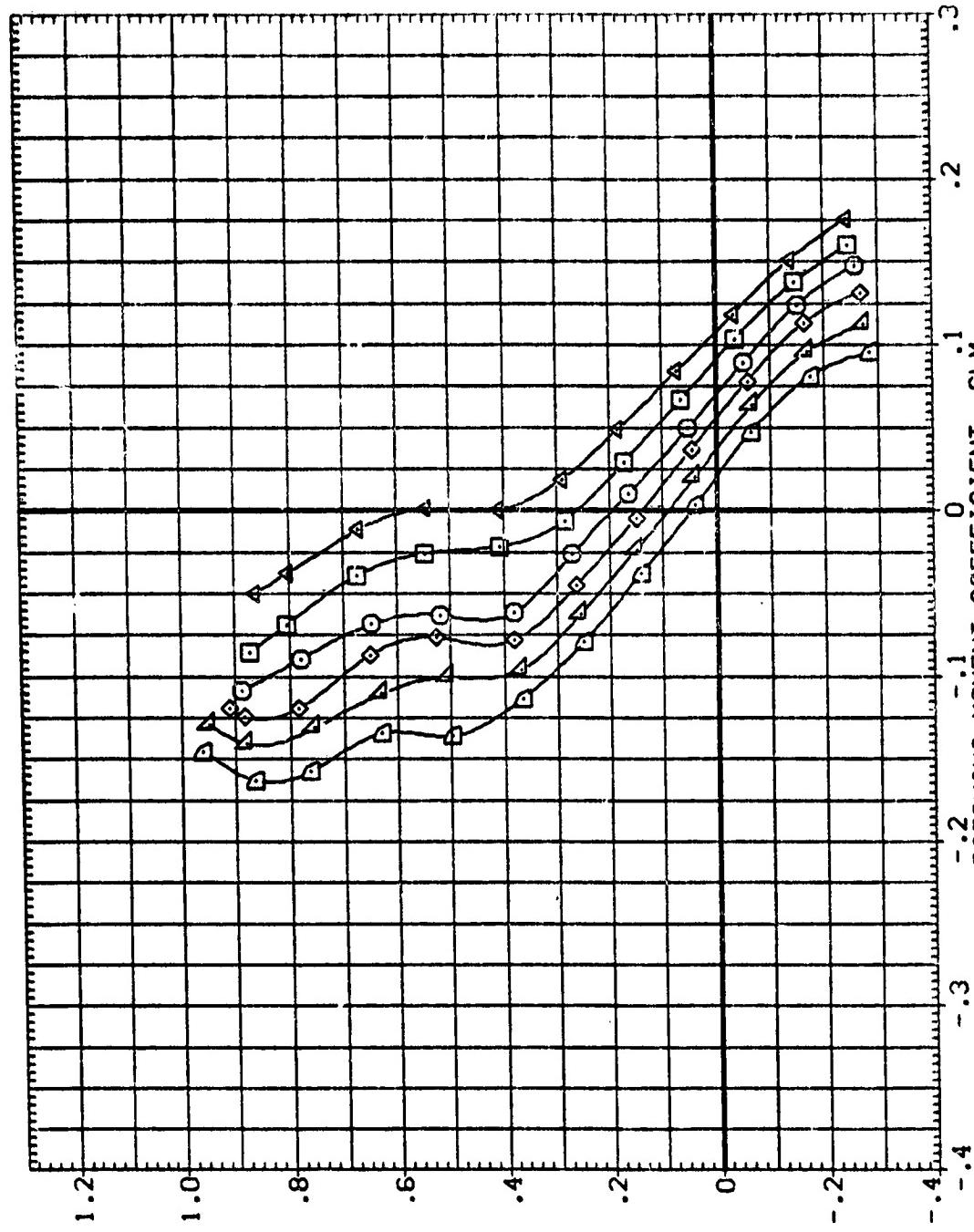
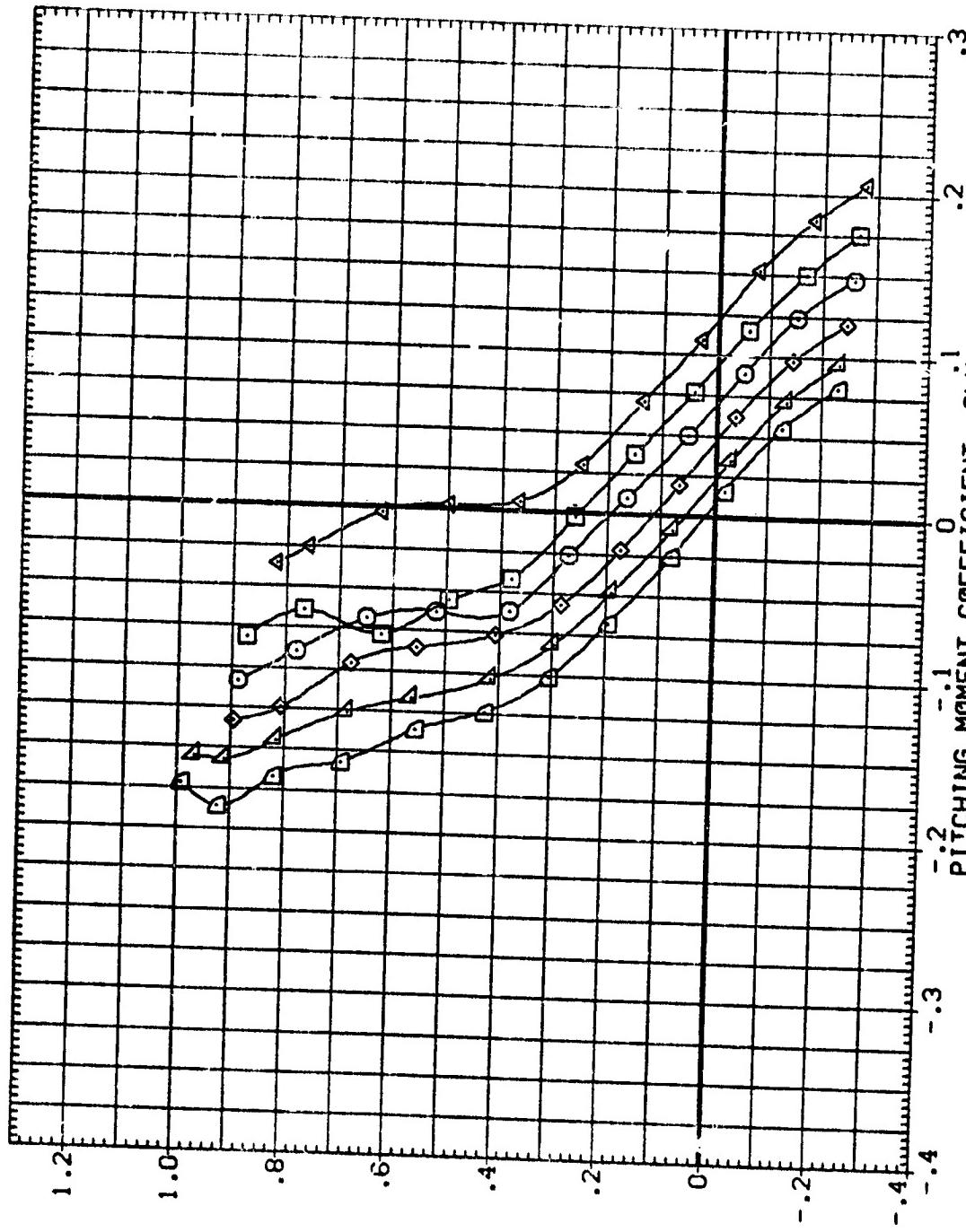


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OFAILERON DEFLECT., SWEEP = 60.0 DEG.
 (A)MACH = .80
 PAGE 88

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ.
(ZAD115)	.000	.000	.000
(V5 82 T)	.000	.000	.000
(BAD083)	.000	-5.000	.000
(BAD077)	.000	5.000	.000
(BAD038)	.000	-10.000	.000
(BAD034)	.000	10.600	.000
(ZAD097)	.000	11.000	.000

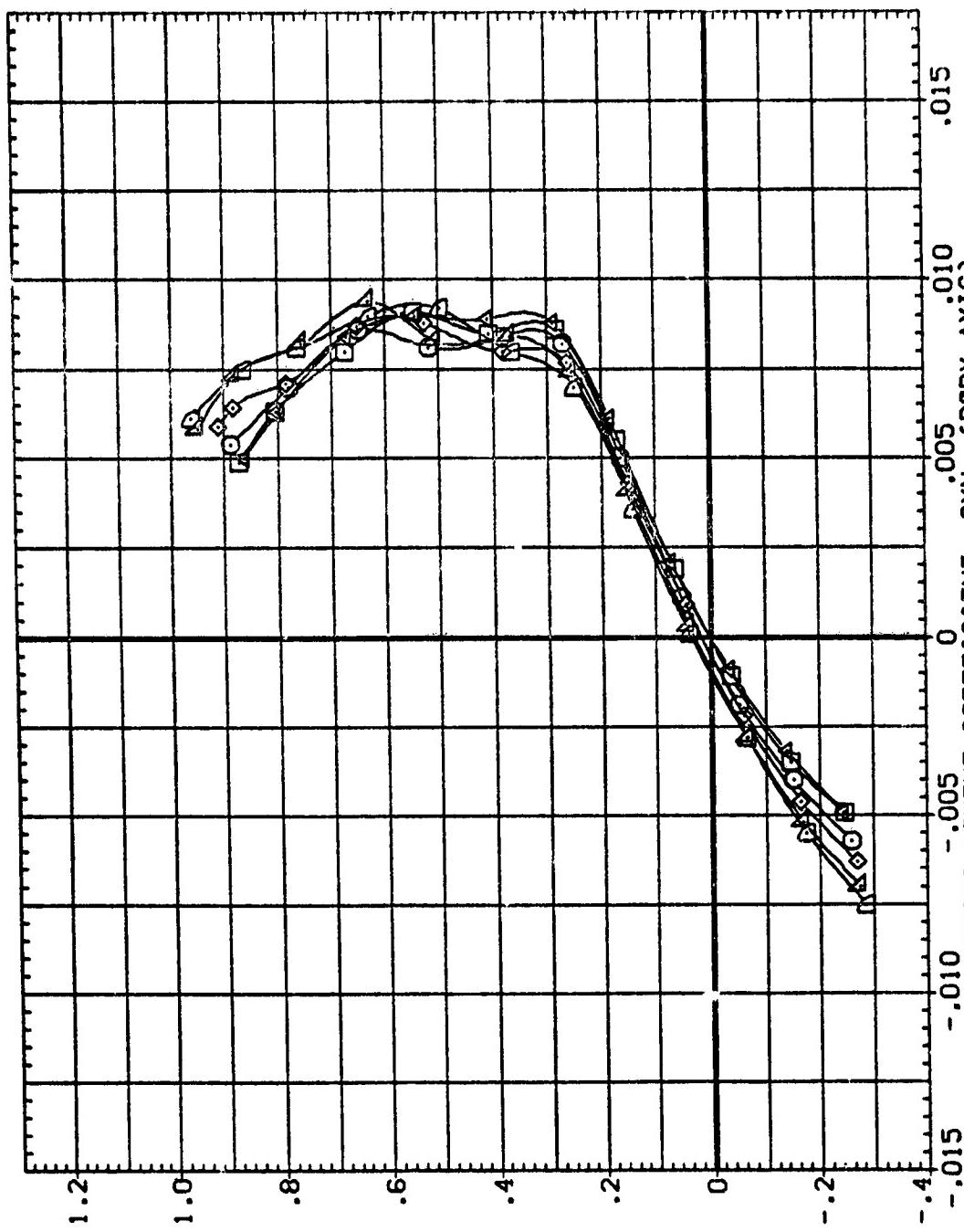


LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $(\Delta MACH) = .80$

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ORIGINAL PAGES IN FOLIO

DATA SET SYMBOL	CONFIGURATION DESCRIPTION
(ZAG015)	Y5 82 T
(BAG080)	Y5 82 T
(BAG074)	Y5 82 T
(BAG046)	Y5 82 T
(BAG042)	Y5 82 T
(ZAG056)	Y5 82 T

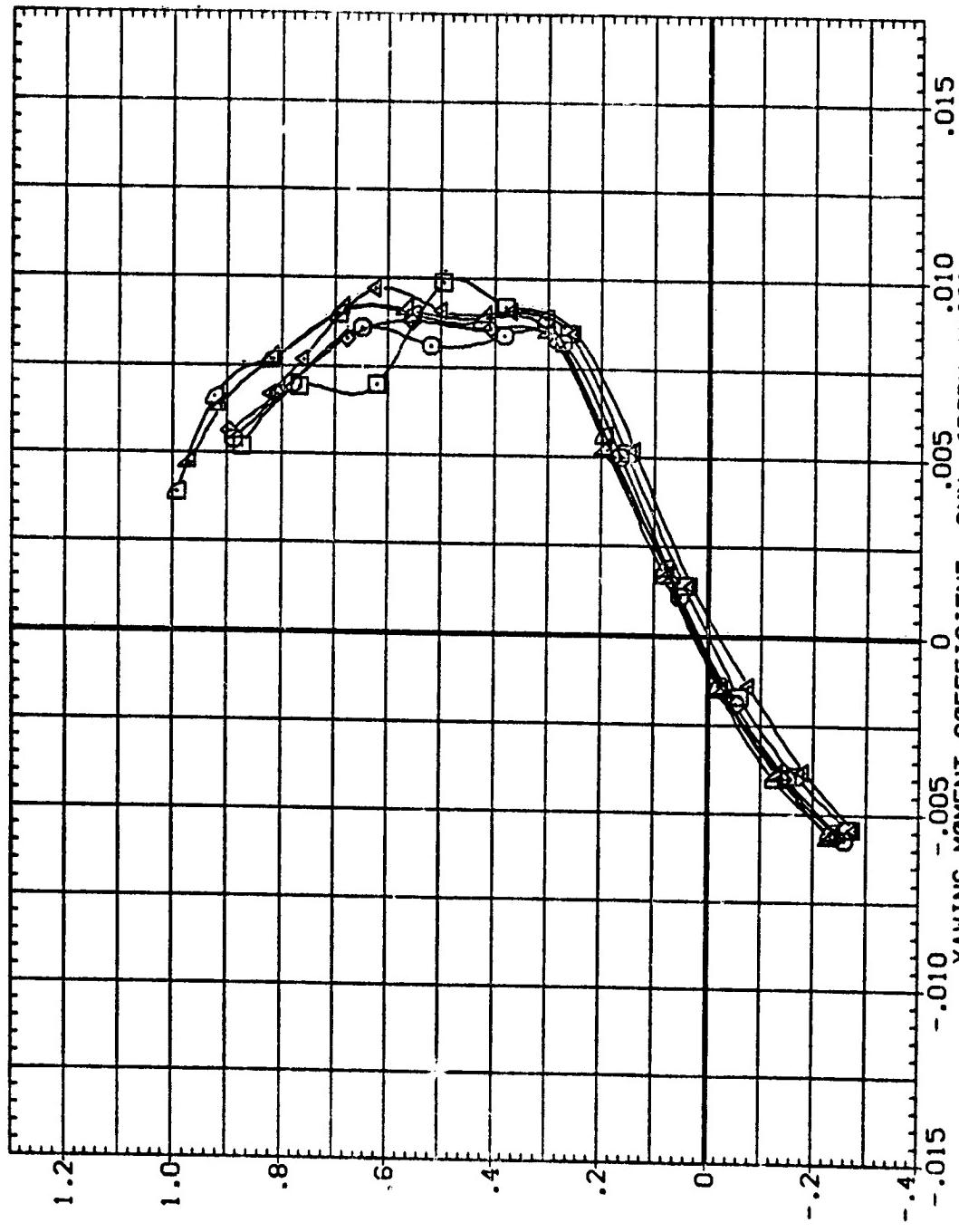


LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
MACH = .80
PAGE 90

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	MOMENT
(ZAD115)	.000	.000	.000
(ZAD083)	.000	-.5.000	.000
(ZAD077)	.000	5.000	.000
(ZAD036)	.000	-10.000	.000
(C:0031)	.000	10.000	.000
(ZAD097)	.000	14.000	.000



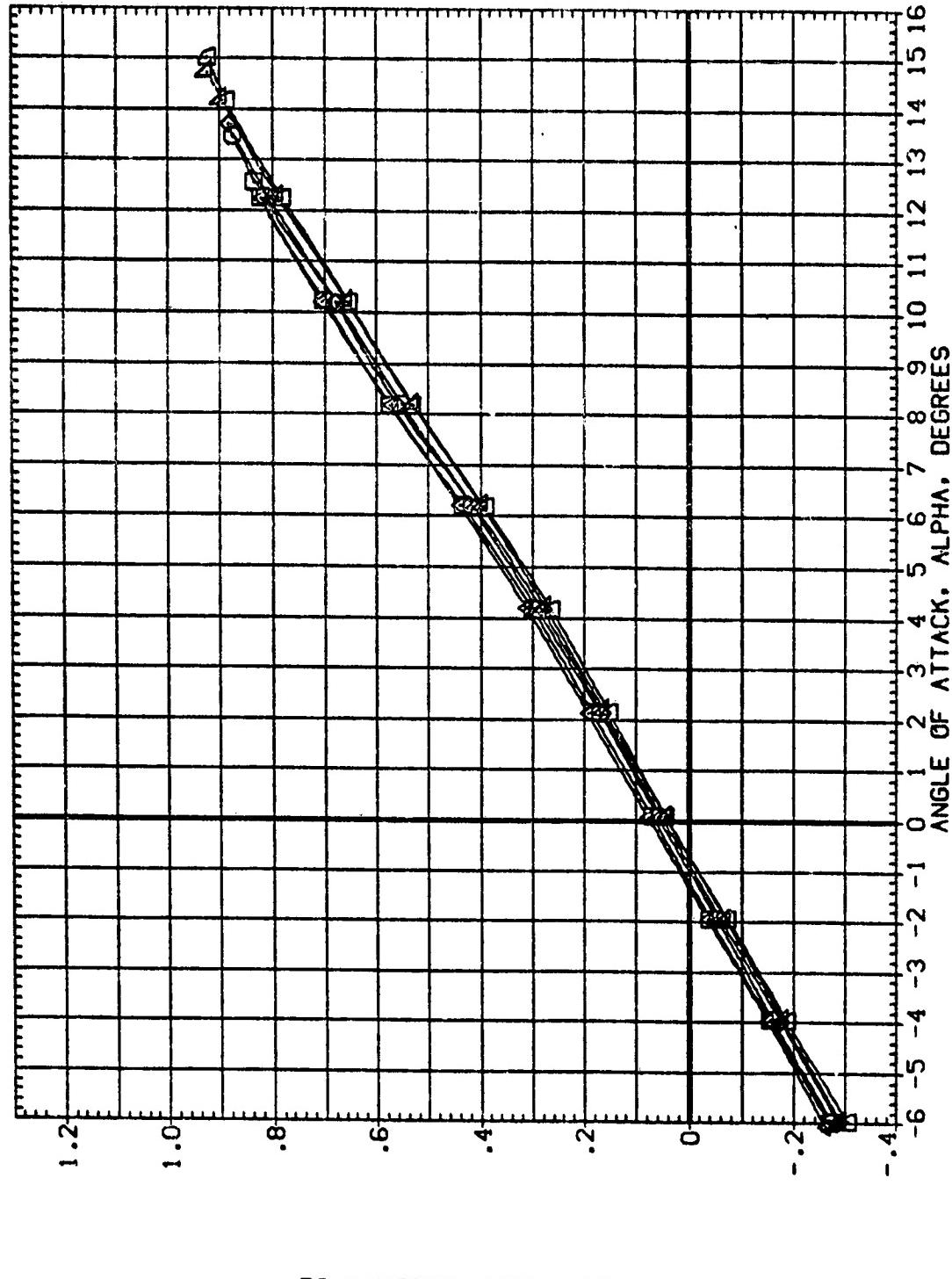
LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $\text{MACH} = .80$

PAGE 91

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ
(ZAD115)	.000	.000	.000
(BAD080)	5.000	.000	.000
(BAD074)	-5.000	.000	.000
(BAD046)	10.100	.000	.000
(BAD042)	-10.700	.000	.000
(ZAD086)	-14.300	.000	.000



F16. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SLEEP =60.0 DEG.
(B)MACH = .95

PAGE 92

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
{ZAD015}	.000	.000	.000
{ZAD023}	.000	-5.000	.000
{ZAD027}	.000	5.000	.000
{ZAD038}	.000	-10.000	.000
{ZAD034}	.000	10.600	.000
{ZAD037}	.000	14.000	.000

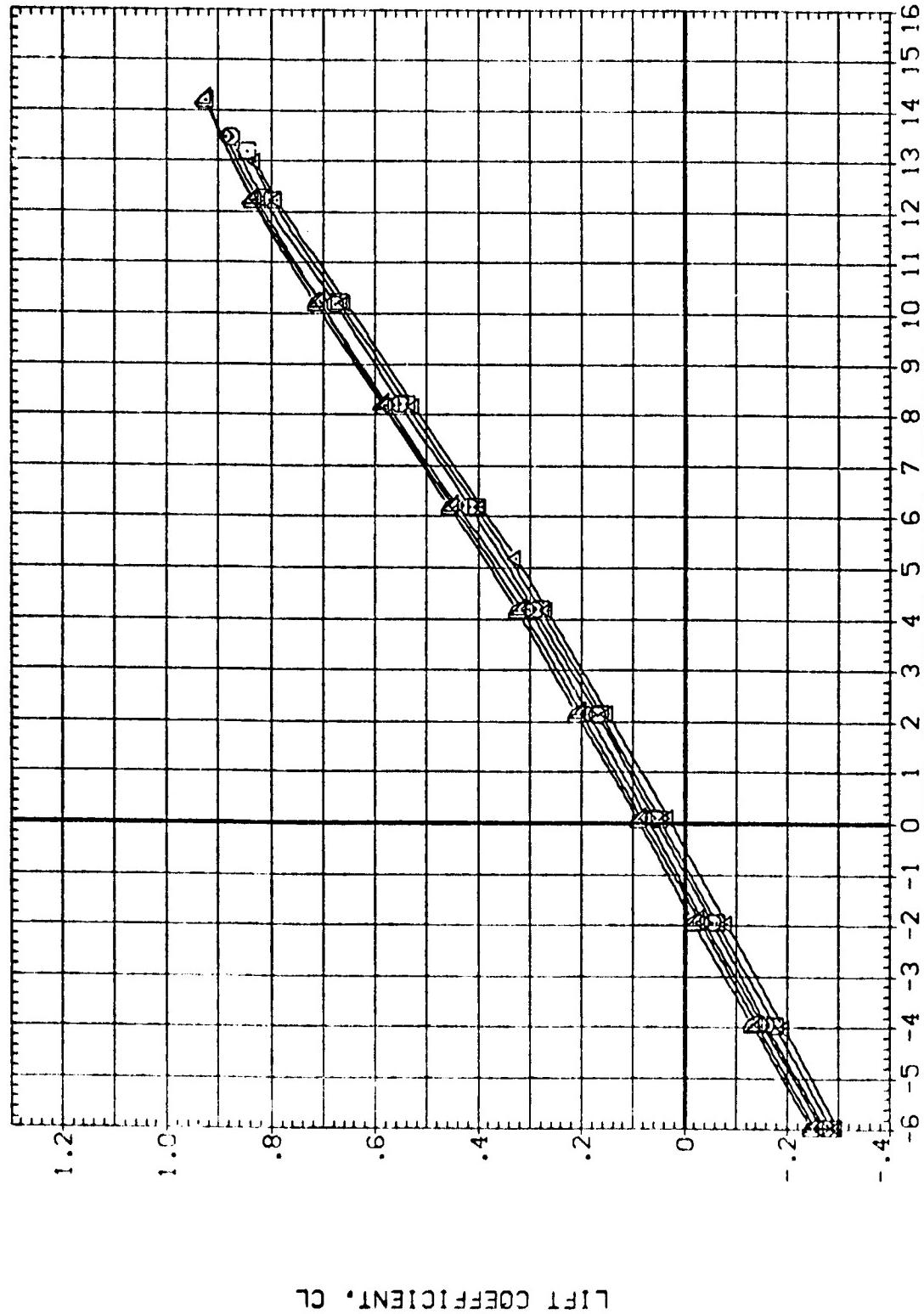


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET =60.0 DEG.

(BJMACH = .95

DATA SET SWEEP CONFIGURATION DESCRIPTION

{ZAD115}	V5 B2 T
{BADD00}	V5 B2 T
{BADD74}	V5 B2 T
{BADD46}	V5 B2 T
{BADD42}	V5 B2 T
{ZAD095}	V5 B2 T

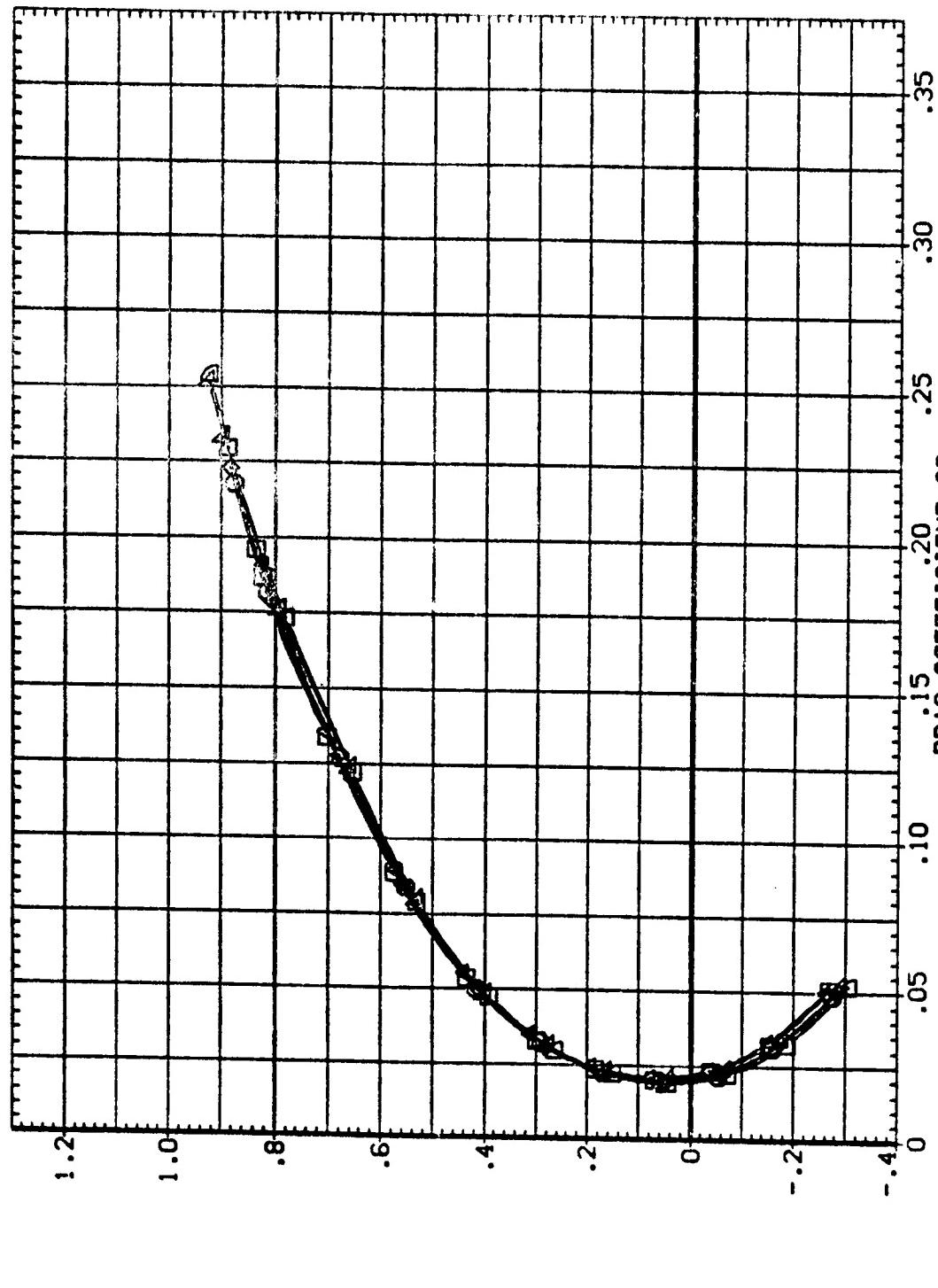


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $(\theta)_MACH = .95$

PAGE 94

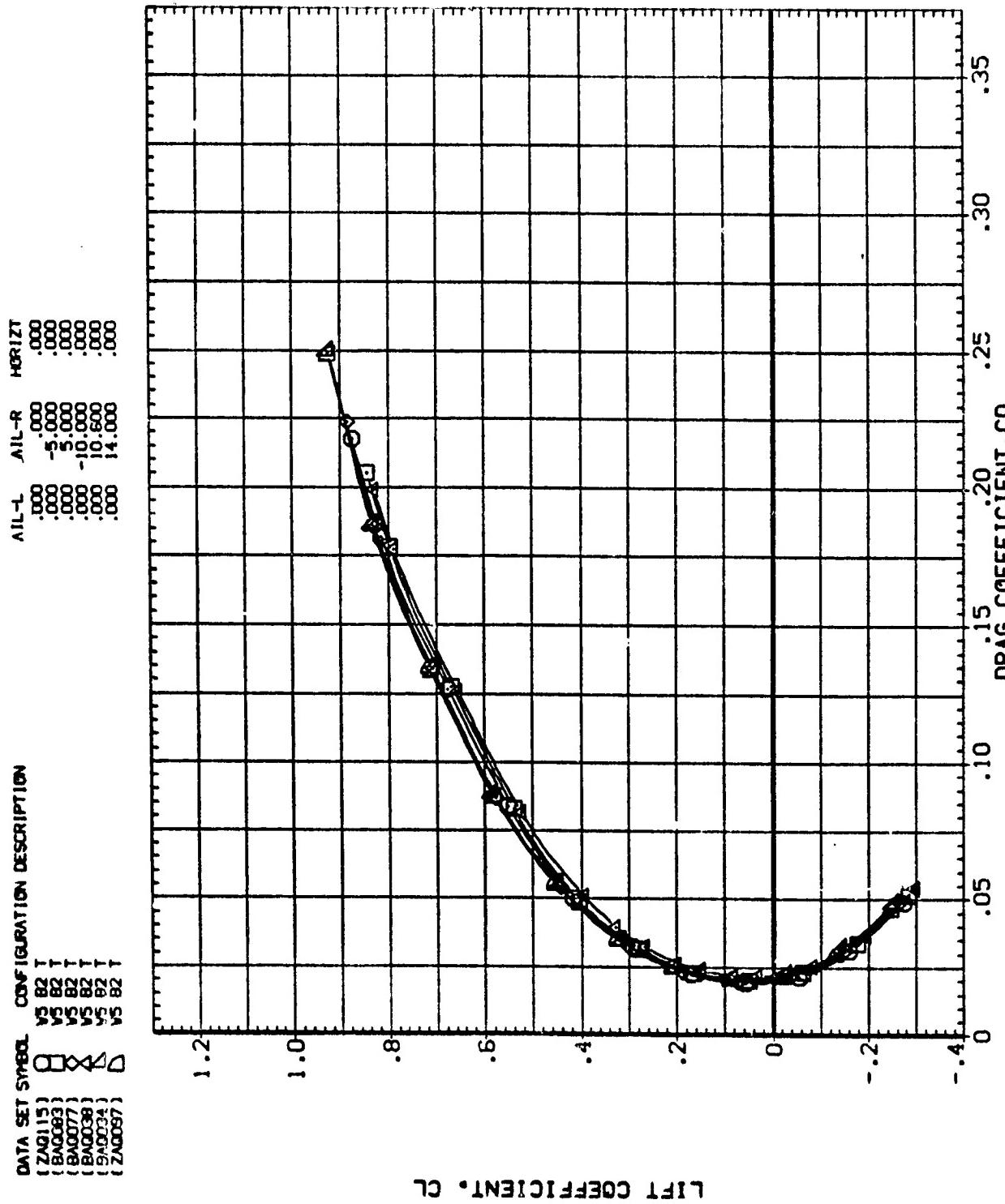
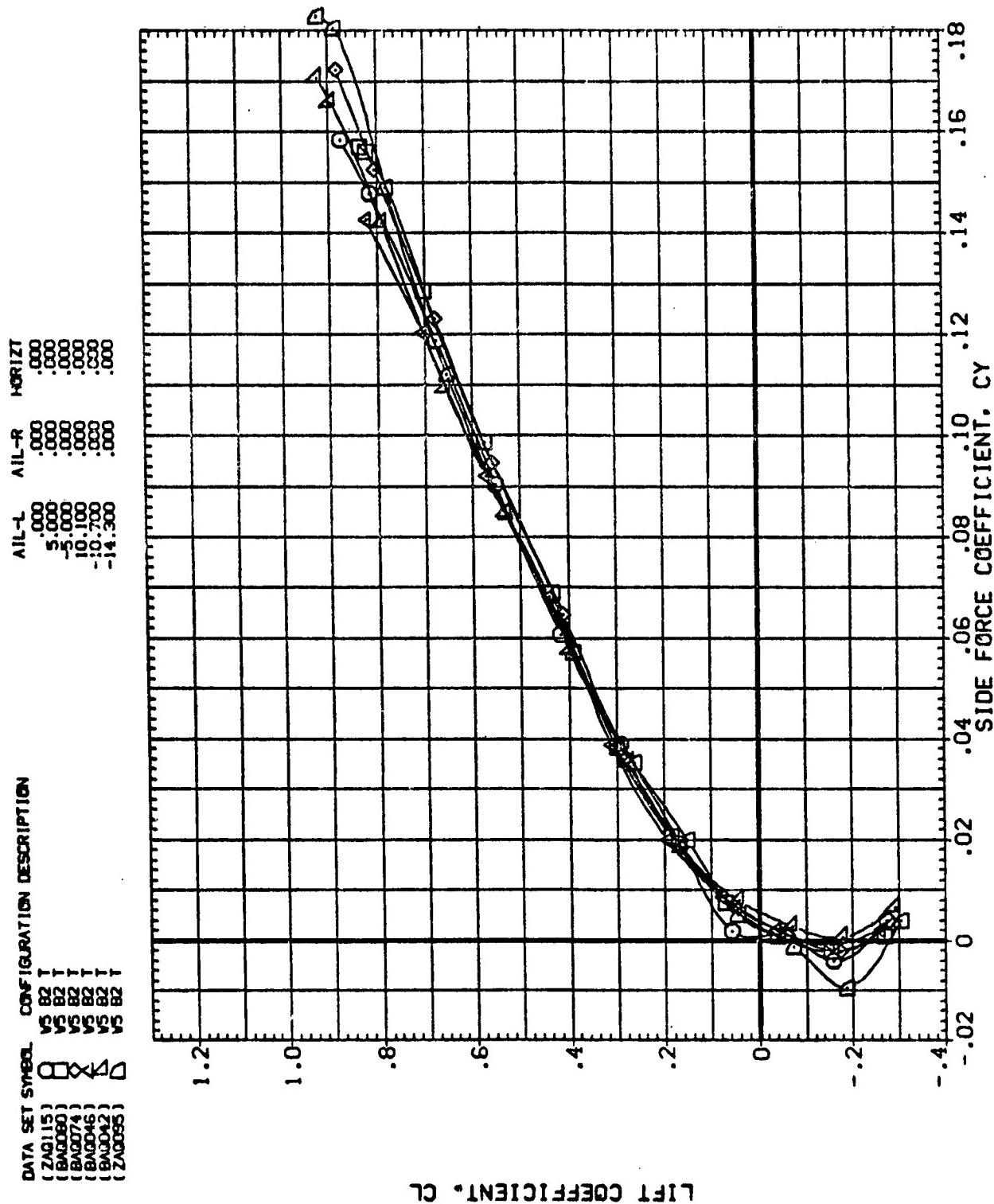


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.

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ORIGINAL PLATE BY NACA



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET =60.0 DEG.
(B)MACH = .95
PAGE 96

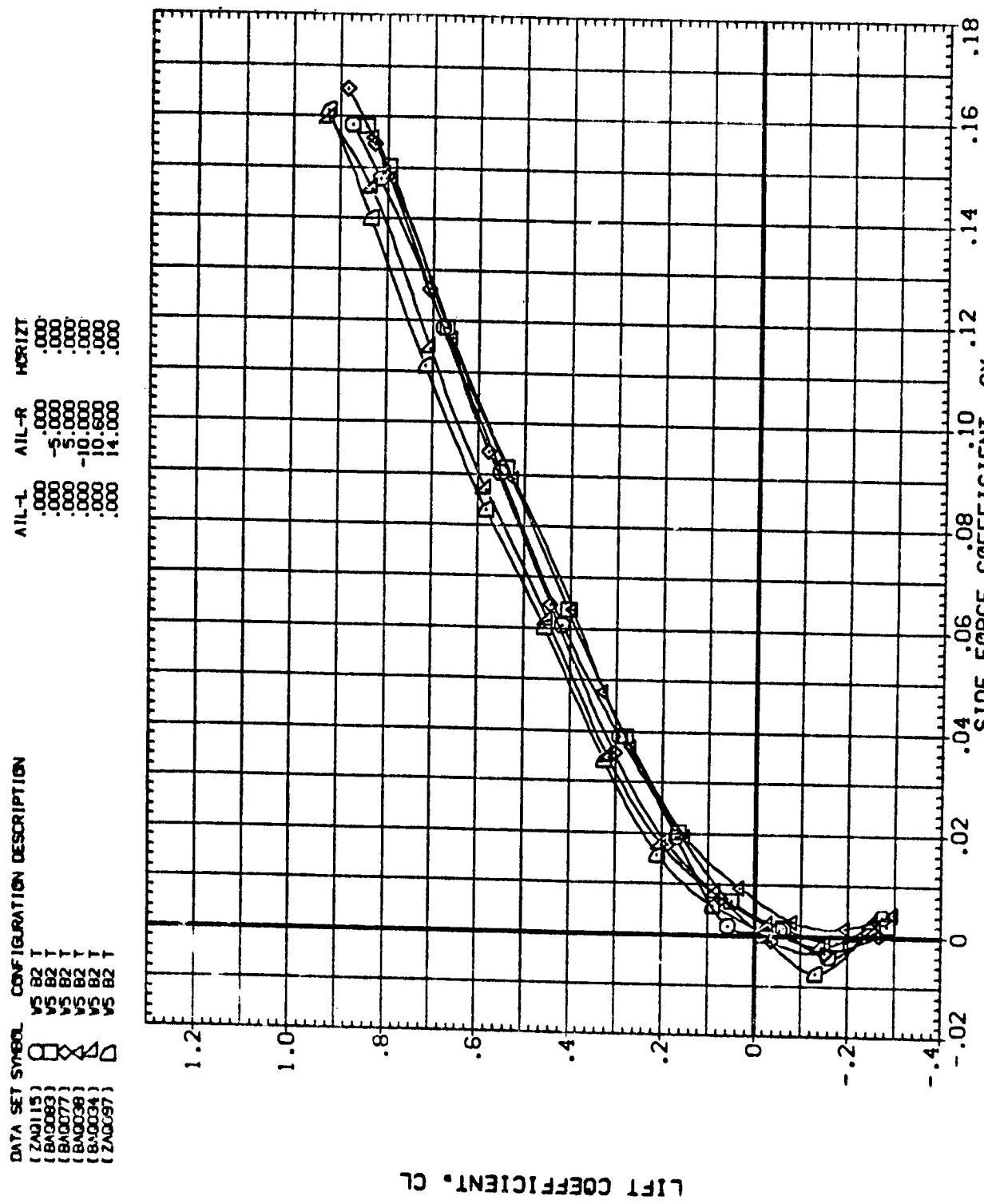


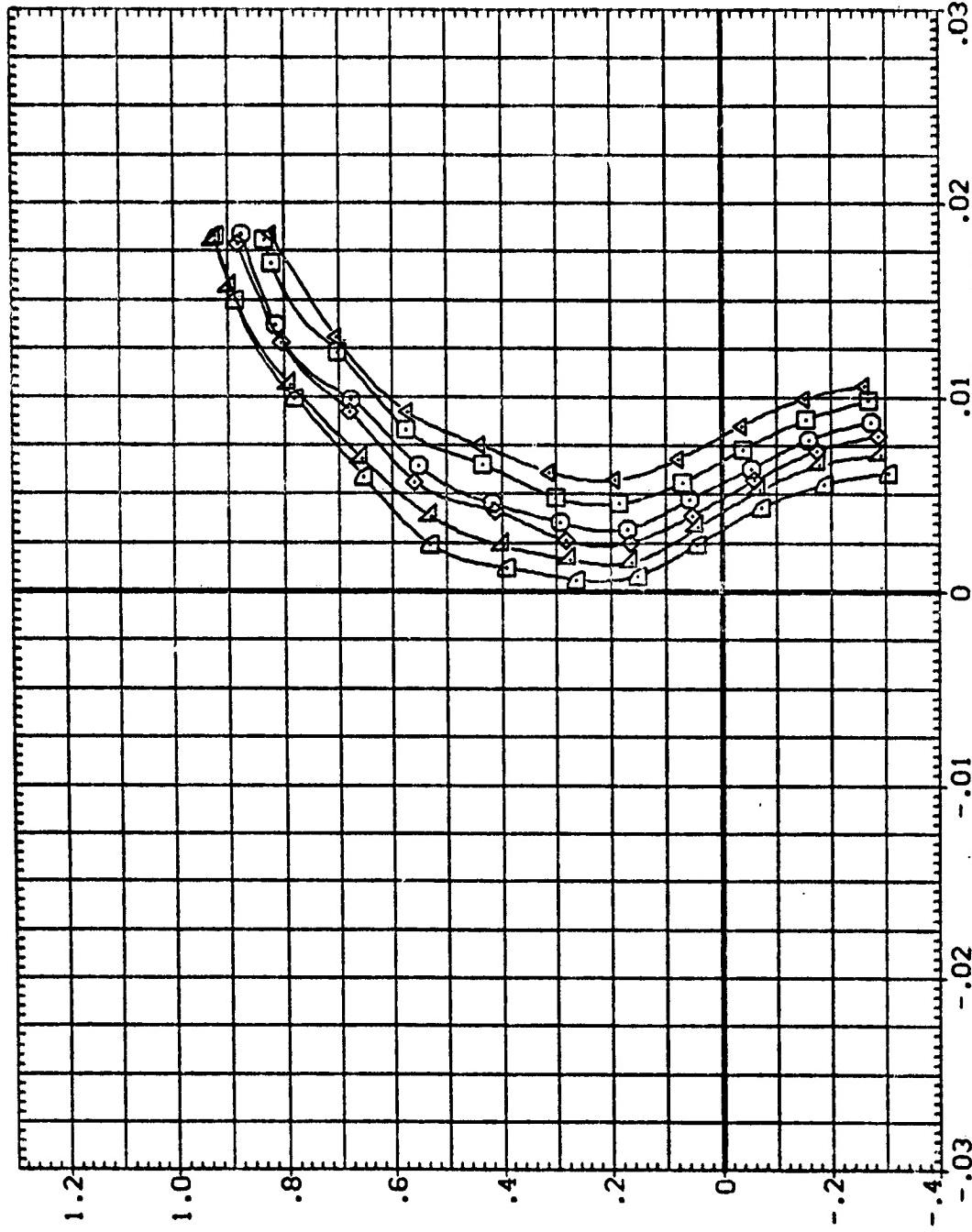
FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET =60.0 DEG.
PAGE 97

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(ZAO115)	V5 82	T
(ZAO116)	V5 82	T
(BAQ080)	V5 82	T
(BAQ074)	V5 82	T
(BAQ046)	V5 82	T
(BAQ042)	V5 82	T
(BAQ095)	V5 82	T

AIL-L AIL-R HORIZT

.000	.000	.000
5.000	.000	.000
-5.000	.000	.000
10.000	.000	.000
-10.000	.000	.000
-14.300	.000	.000



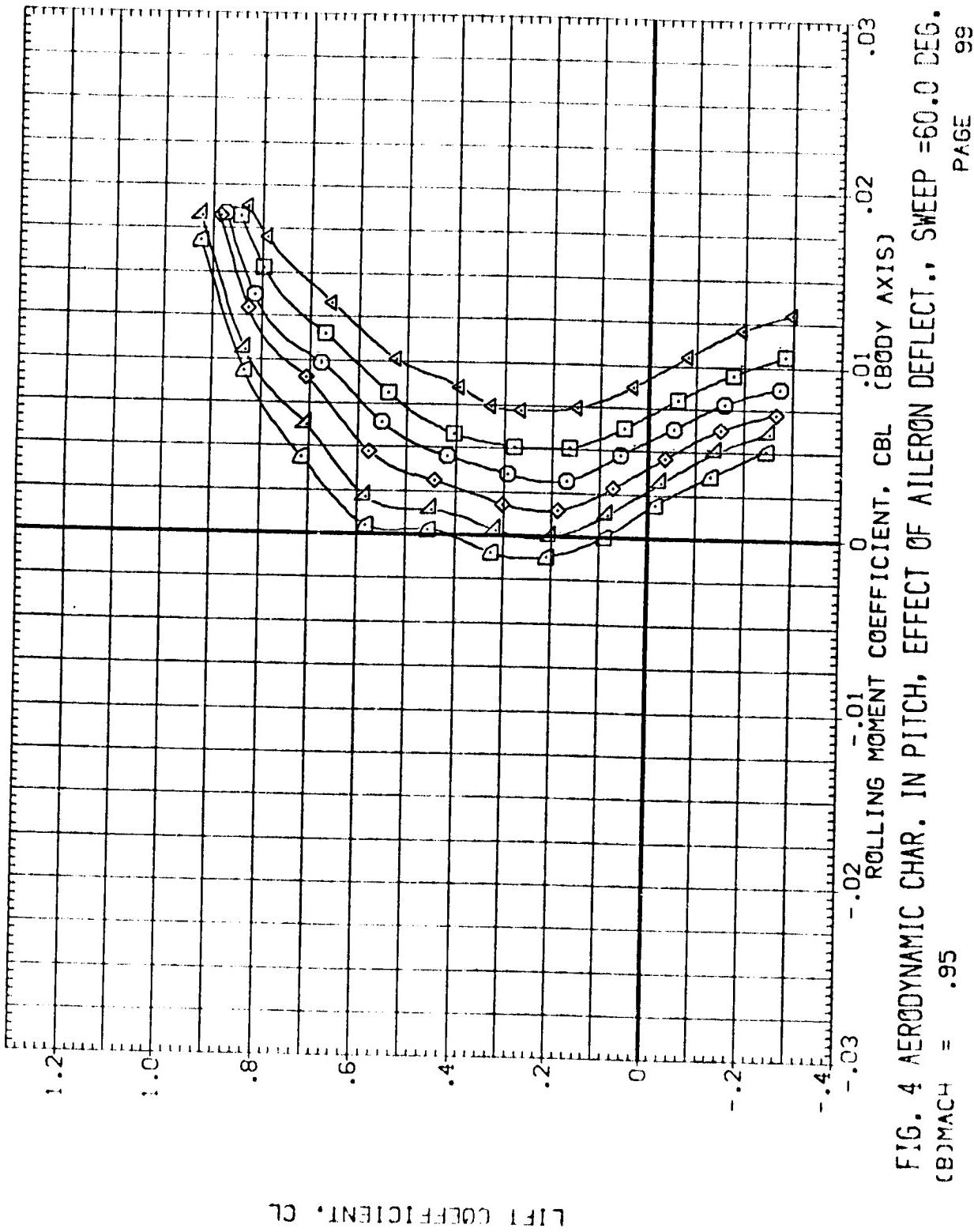
LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $(B)MACH = .95$

PAGE 38

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(ZAC0115)	VS 92 T
(BAC0083)	VS 82 T
(BAC0077)	VS 82 T
(BAC038)	VS 92 T
(BAC034)	VS 82 T
(ZAC0397)	VS 82 T

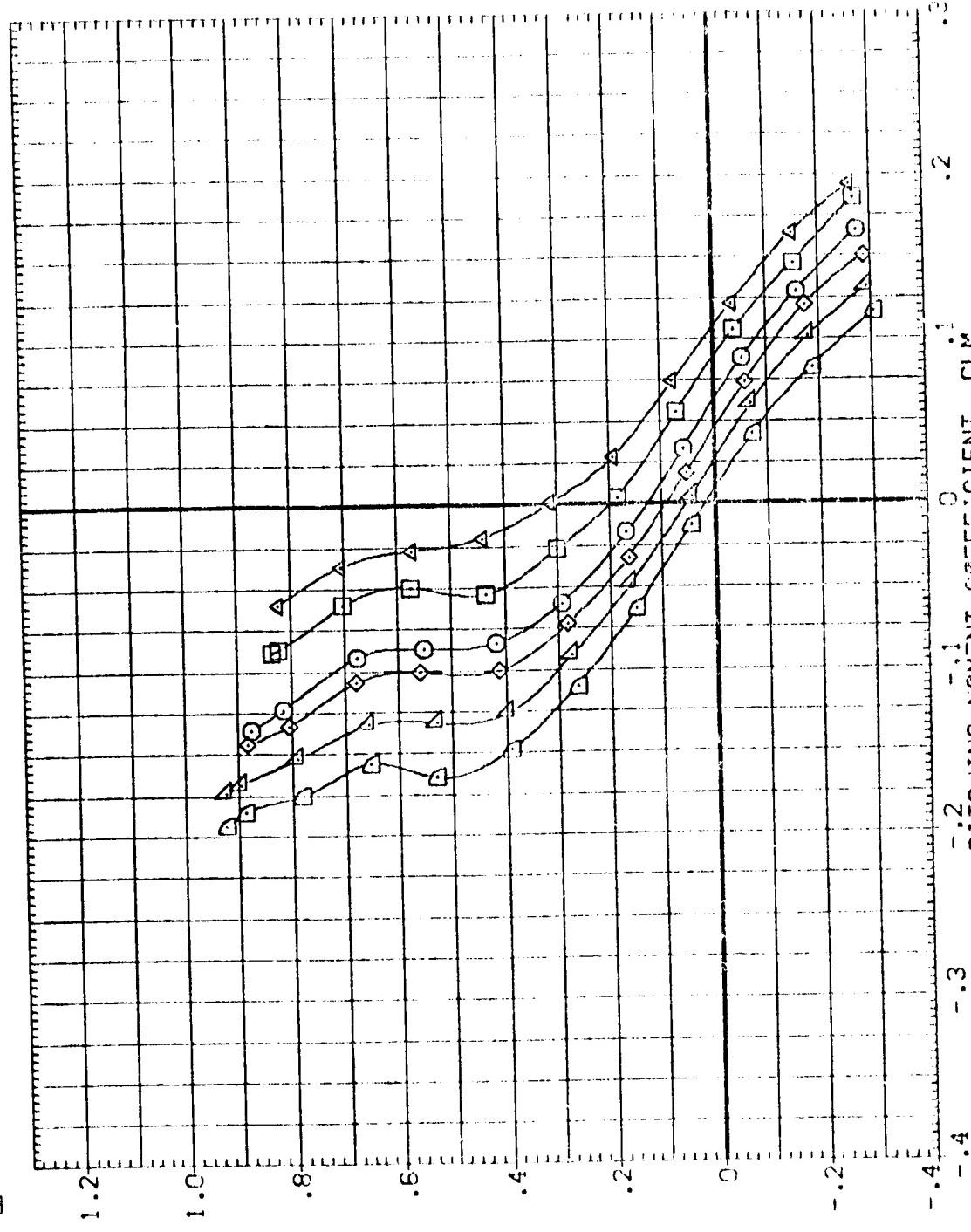


DATA SET SYMBOL CONFIGURATION DESCRIPTION

122015	VS 82 T
122060	VS 82 T
122074	VS 82 T
122045	VS 82 T
122095	VS 82 T

AIL-L AIL-R HORIT

.000	.000	.000
5.000	.000	.000
-5.000	.000	.000
10.100	.000	.000
-10.700	.000	.000
-14.300	.000	.000



LIFT COEFFICIENT, CL

REF.
OCT 1967
FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SKEEP = 60, 0 DEG.
(B)MACH = .95
PAGE 100

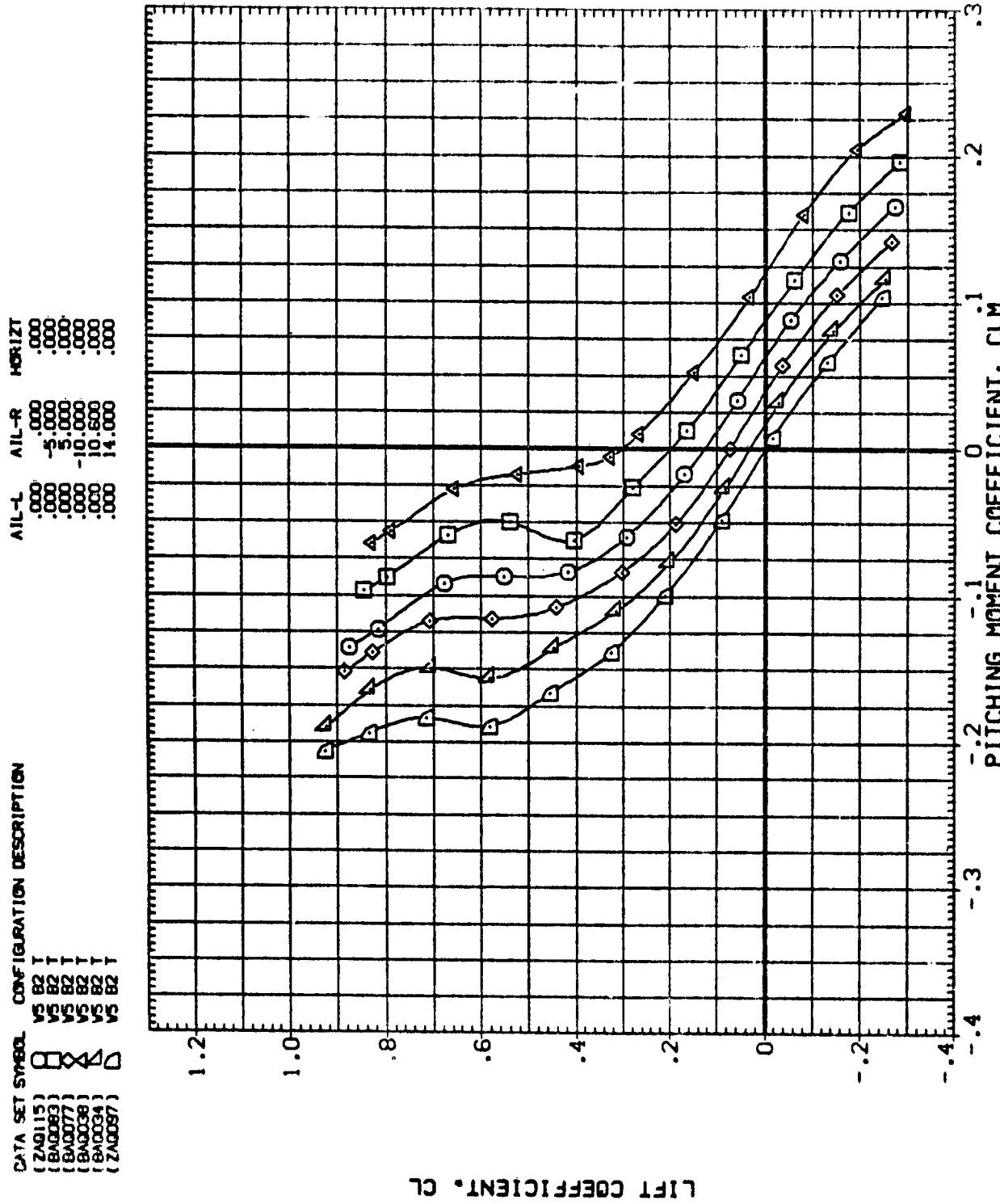


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 60.0 DEG.
 $\alpha_{MACH} = .95$

PAGE 101

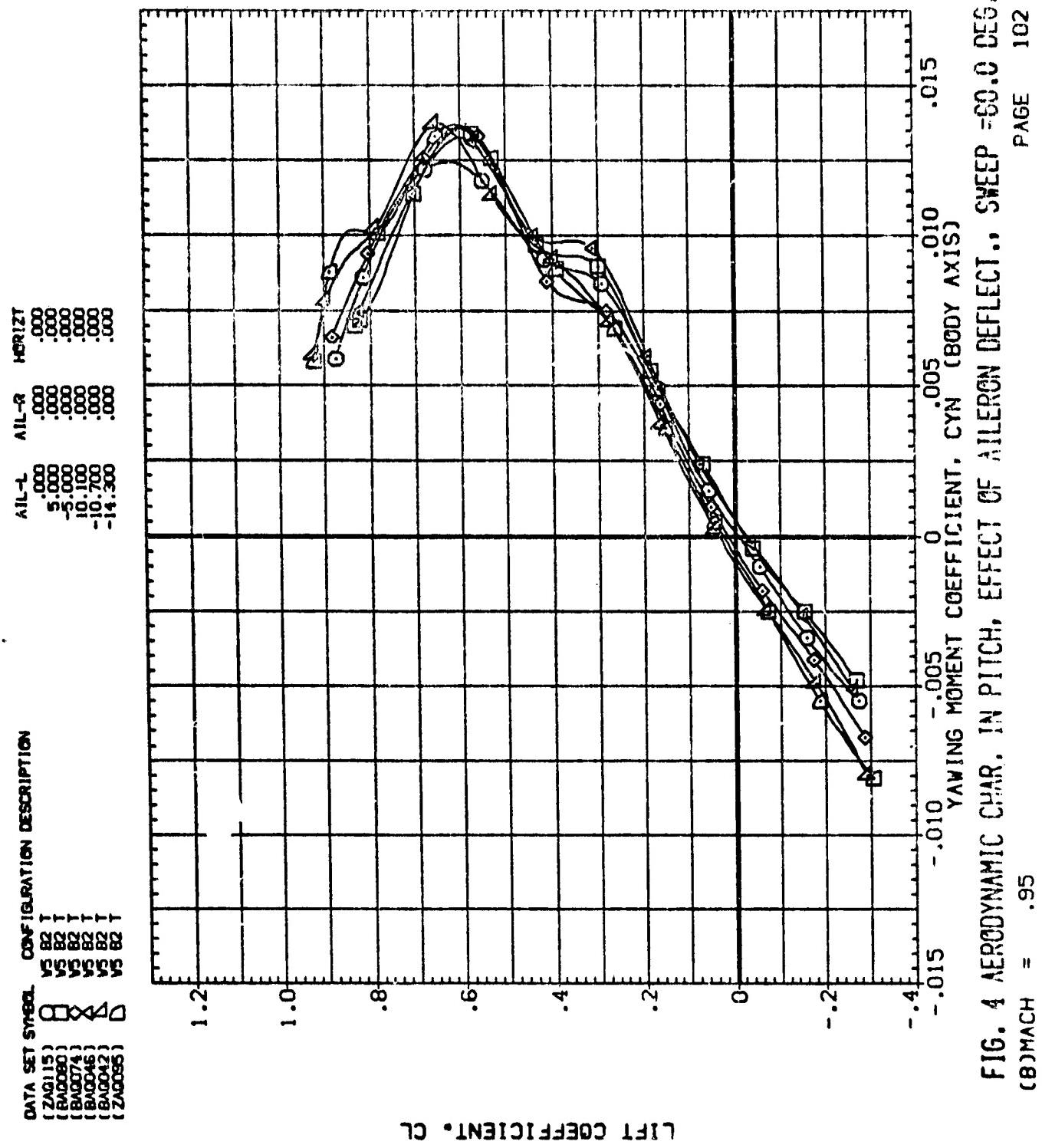


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF ALERON DEFLECT., SWEEP = 60.0 DEG.
 (B)_{MACH} = .95 PAGE 102

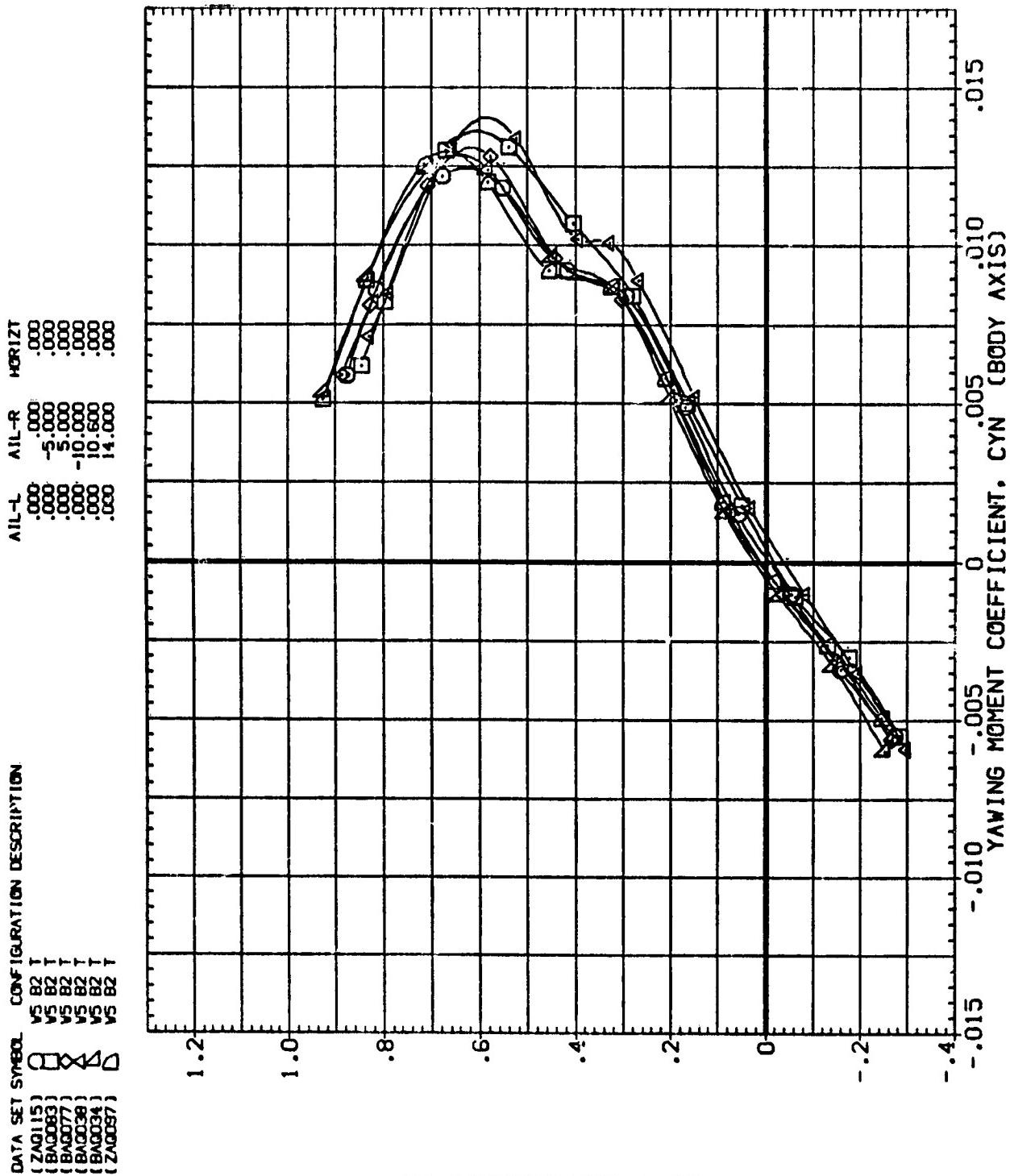
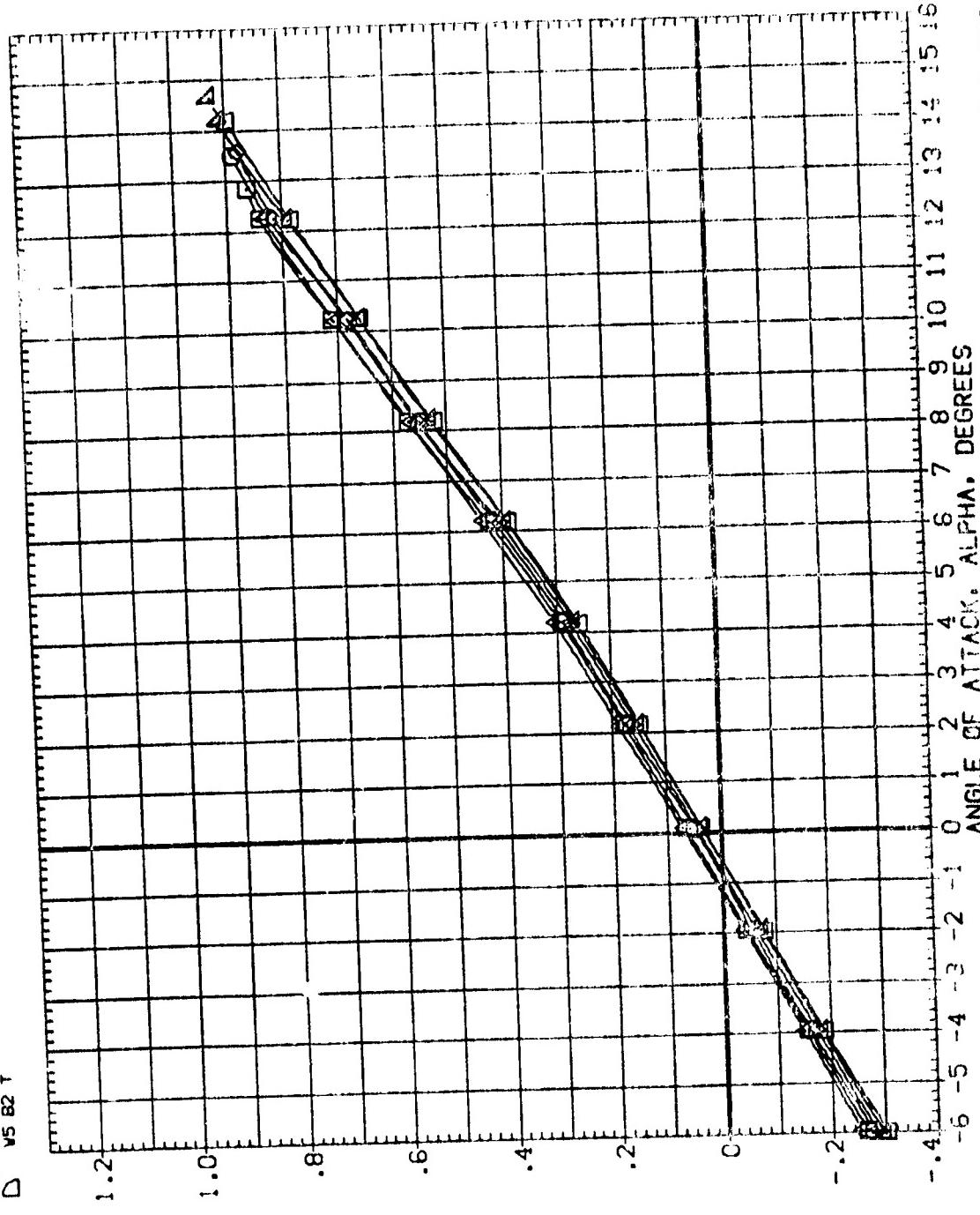


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $(\theta)_{MACH} = .95$

PAGE 103

DATA SET SYMBOL CONFIGURATION DESCRIPTION

DATA SET SYMBOL	CONFIGURATION DESCRIPTION
(ZAG015)	V5 B2 T
(ZAG020)	V5 B2 T
(BAG001)	V5 B2 T
(BAG004)	V5 B2 T
(BAG046)	V5 B2 T
(BAG042)	V5 B2 T
(ZAG055)	V5 B2 T



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ORIGINAL IN THE LIBRARY

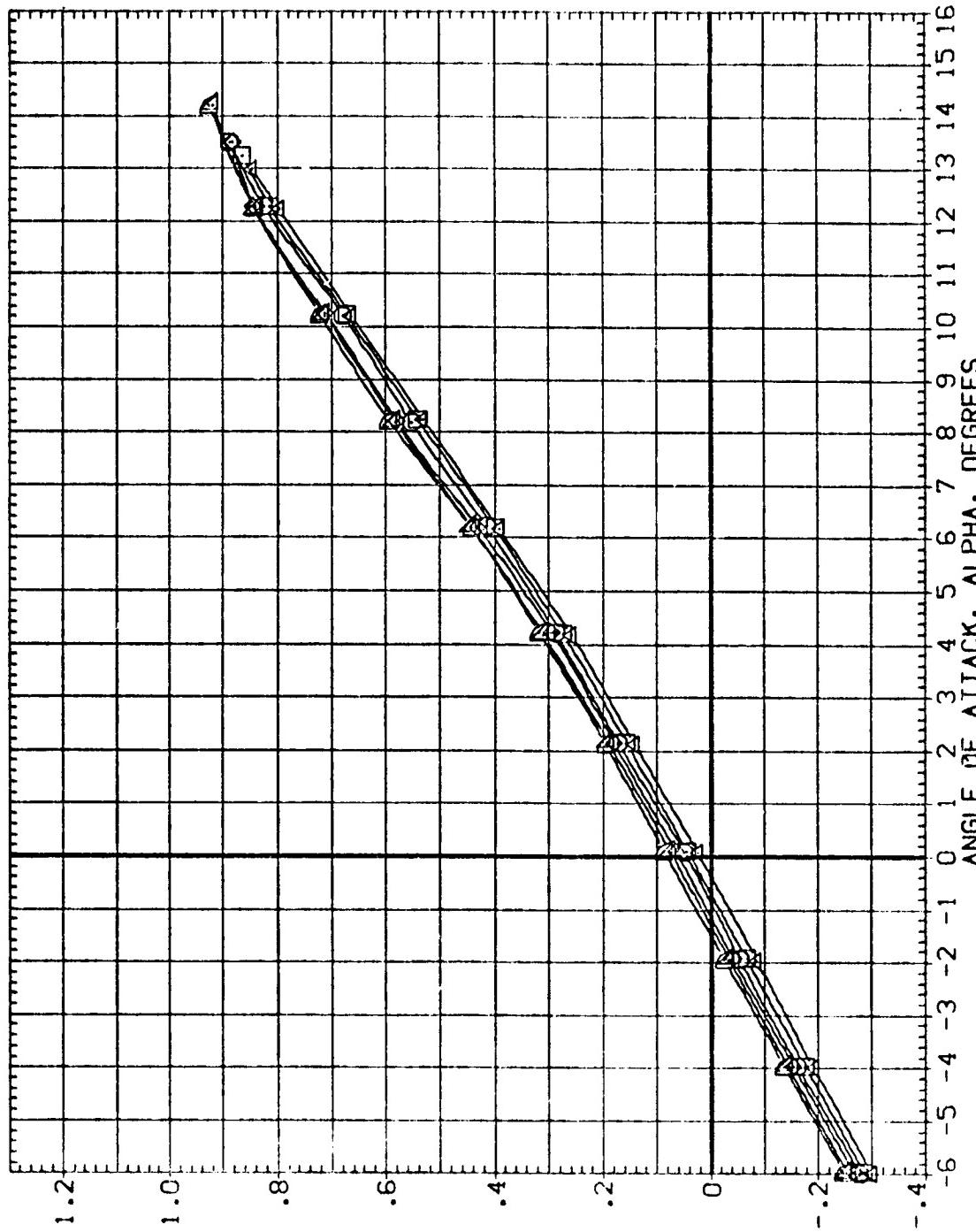
FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =50.0 DEG.
(C)MACH = .98
PAGE 104

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(ZAO115)	V5 B2	HORIZT
(BAQ083)	V5 B2	
(BAQ077)	V5 B2	
(BAQ038)	V5 B2	
(BAQ034)	V5 B2	
(ZAO097)	V5 B2	

AIL-L AIL-R HORZT

.000	.000	.000
.000	-5.000	.000
.000	5.000	.000
.000	-10.000	.000
.000	10.000	.000
.000	14.000	.000



LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEETP =60.0 DEG.
[C]MACH = .98

DATA SET SYMBOL	CONFIGURATION DESCRIPTION
(ZAD115)	V5 B2 T
(BADD00)	V5 B2 T
(BADD74)	V5 B2 T
(BADD46)	V5 B2 T
(BADD02)	V5 B2 T
(BADD35)	V5 B2 T

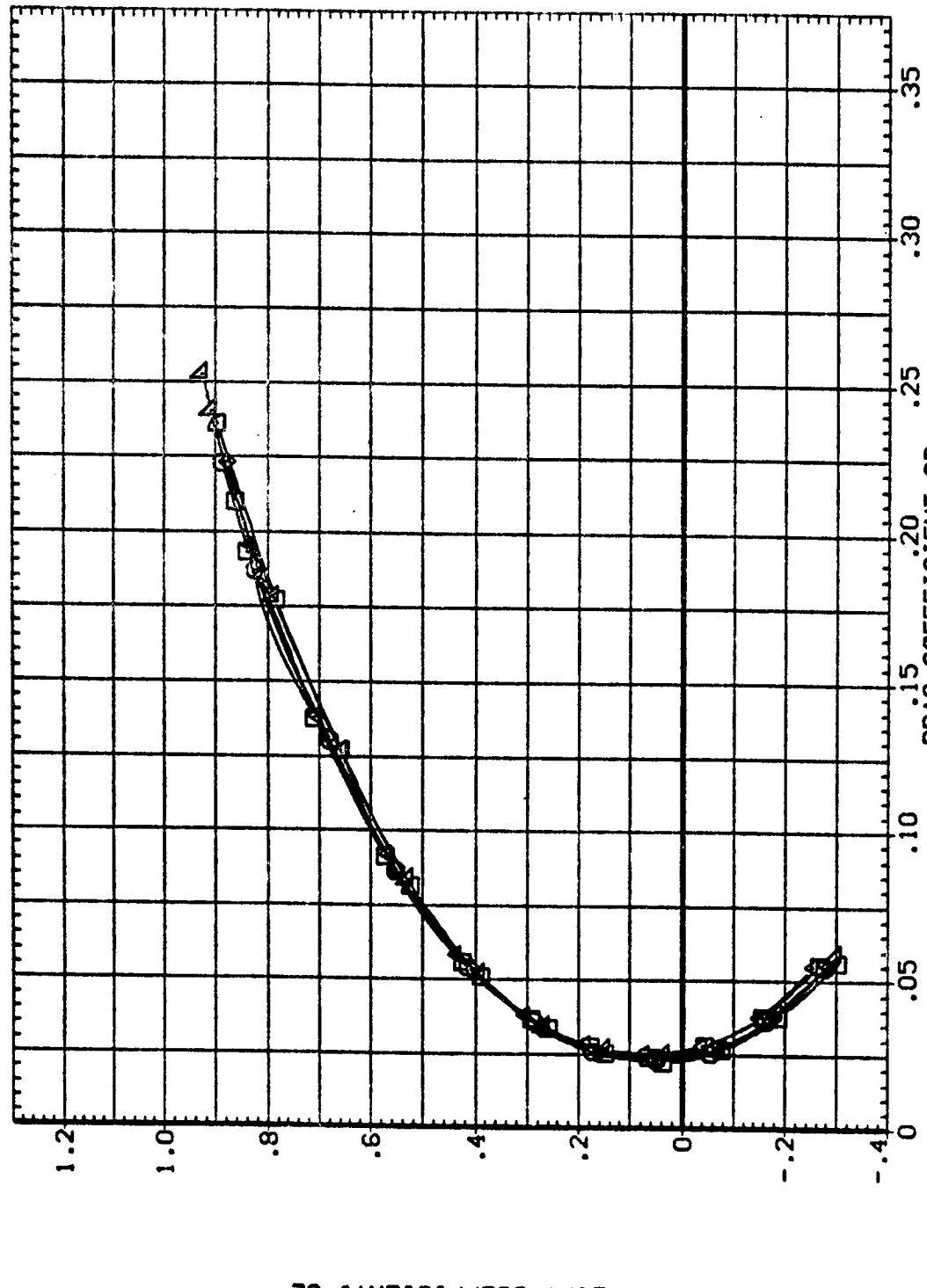


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $(C)_MACH = .98$

PAGE 106

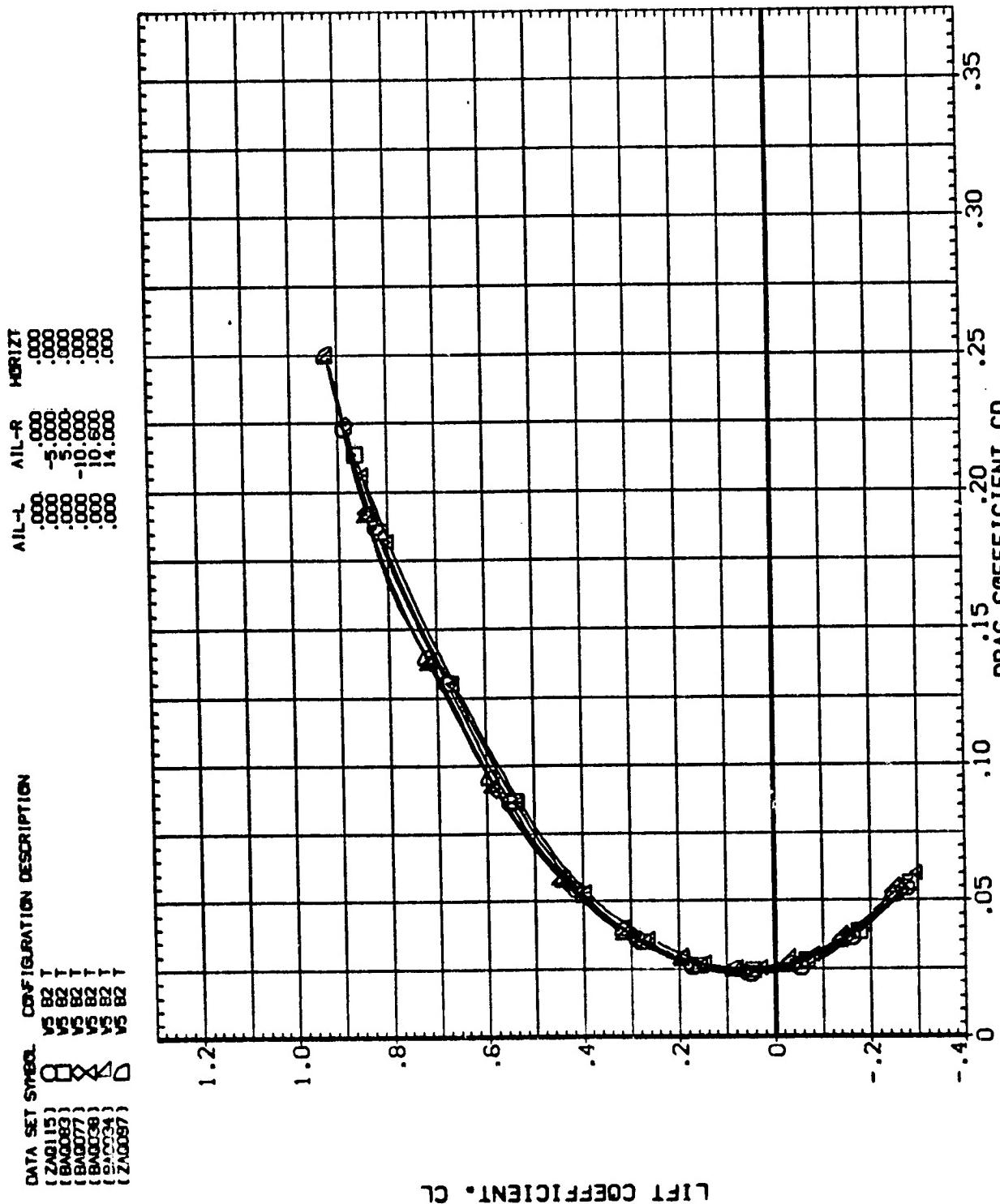


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $(C)MACH = .98$

PAGE 107

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ
(ZAO15)	.000	.000	.000
(BAQ80)	5.000	.000	.000
(BAQ82)	-5.000	.000	.000
(BAQ74)	10.100	.000	.000
(BAQ46)	-10.700	.000	.000
(BAQ42)	-14.300	.000	.000
(ZAO95)			

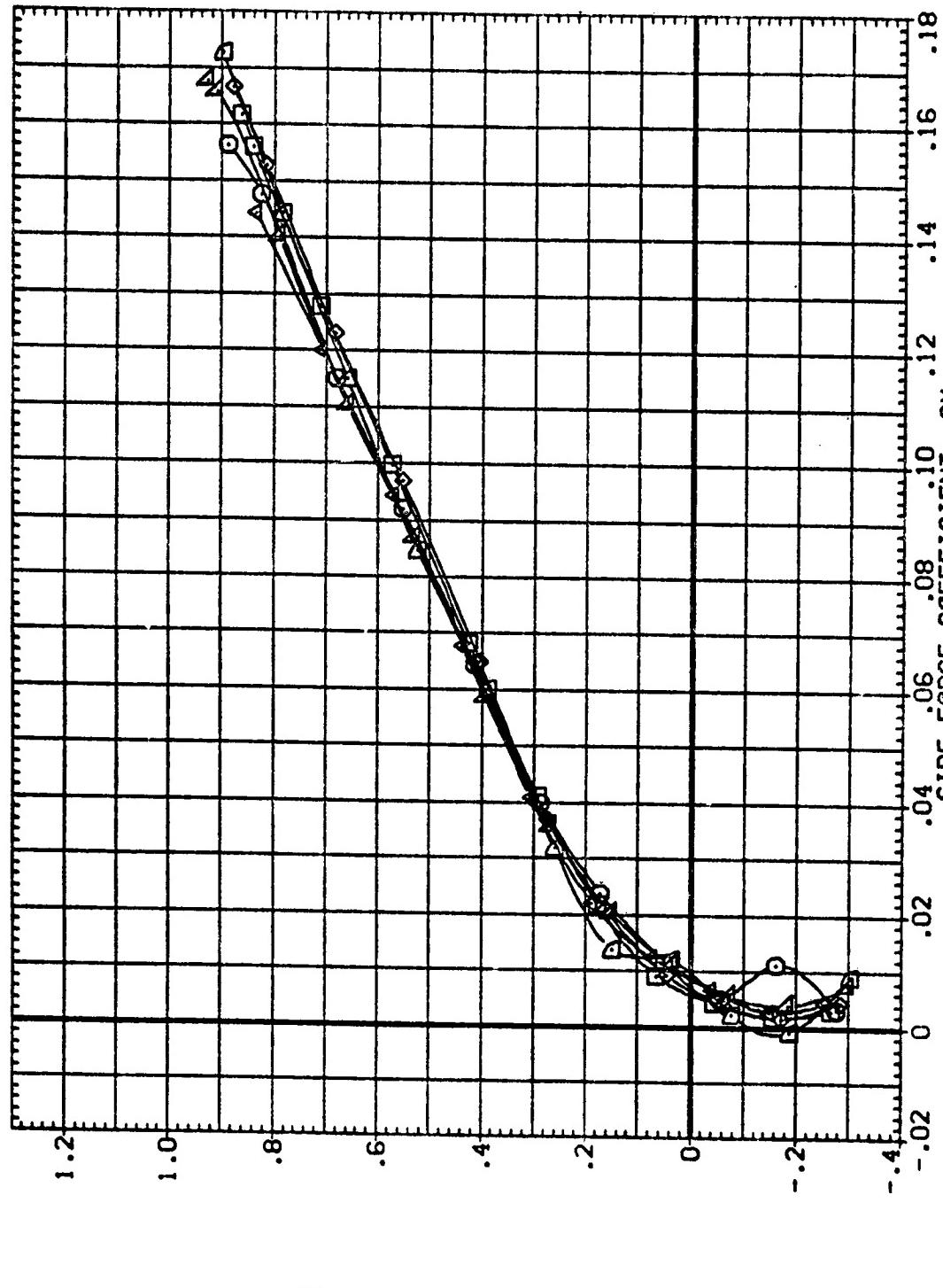
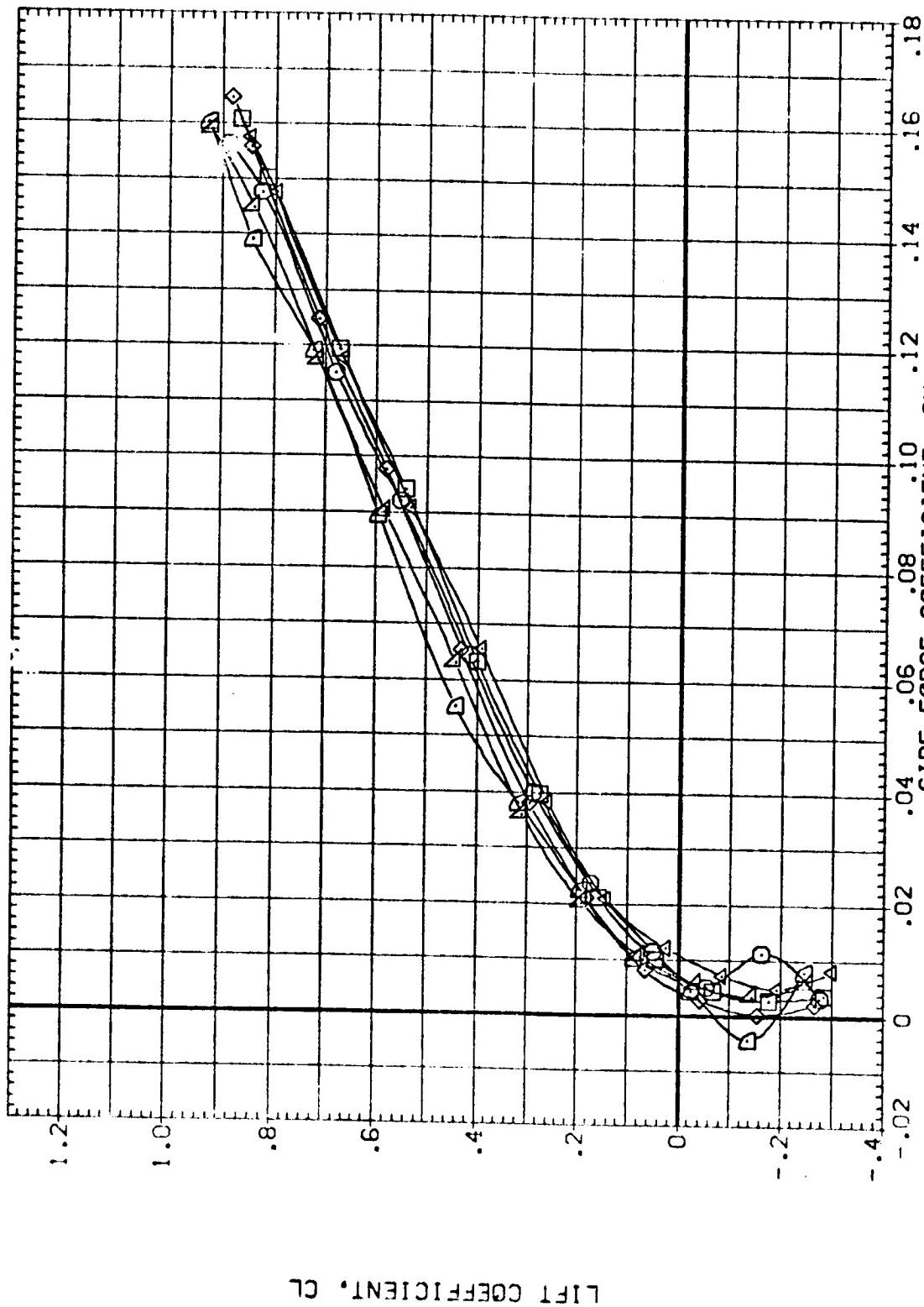


FIG. 4 AERODYNAMIC CHAR. IN PITCH. EFFECT OF AILERON DEFLECT., SWEET =60.0 DEG.
 $(C_MACH = .98$

PAGE 108

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(2A0115)	△	V5 B2 T
(BA0083)	▽	V5 B2 T
(BA0077)	×	V5 B2 T
(BA0038)	×	V5 B2 T
(BA0034)	△	V5 B2 T
(2A0097)	○	V5 B2 T



LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 60.0 DEG.
 $(C)_MACH = .98$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	VS B2 T	AIL-L	AIL-R	HORIZ
[ZB0115]		.000	.000	.000
[B00080]	VS B2 T	5.000	.000	.000
[B100074]	VS B2 T	-5.000	.000	.000
[B00046]	VS B2 T	10.100	.000	.000
[B00042]	VS B2 T	-10.700	.000	.000
[ZAC055]	VS B2 T	-14.300	.000	.000

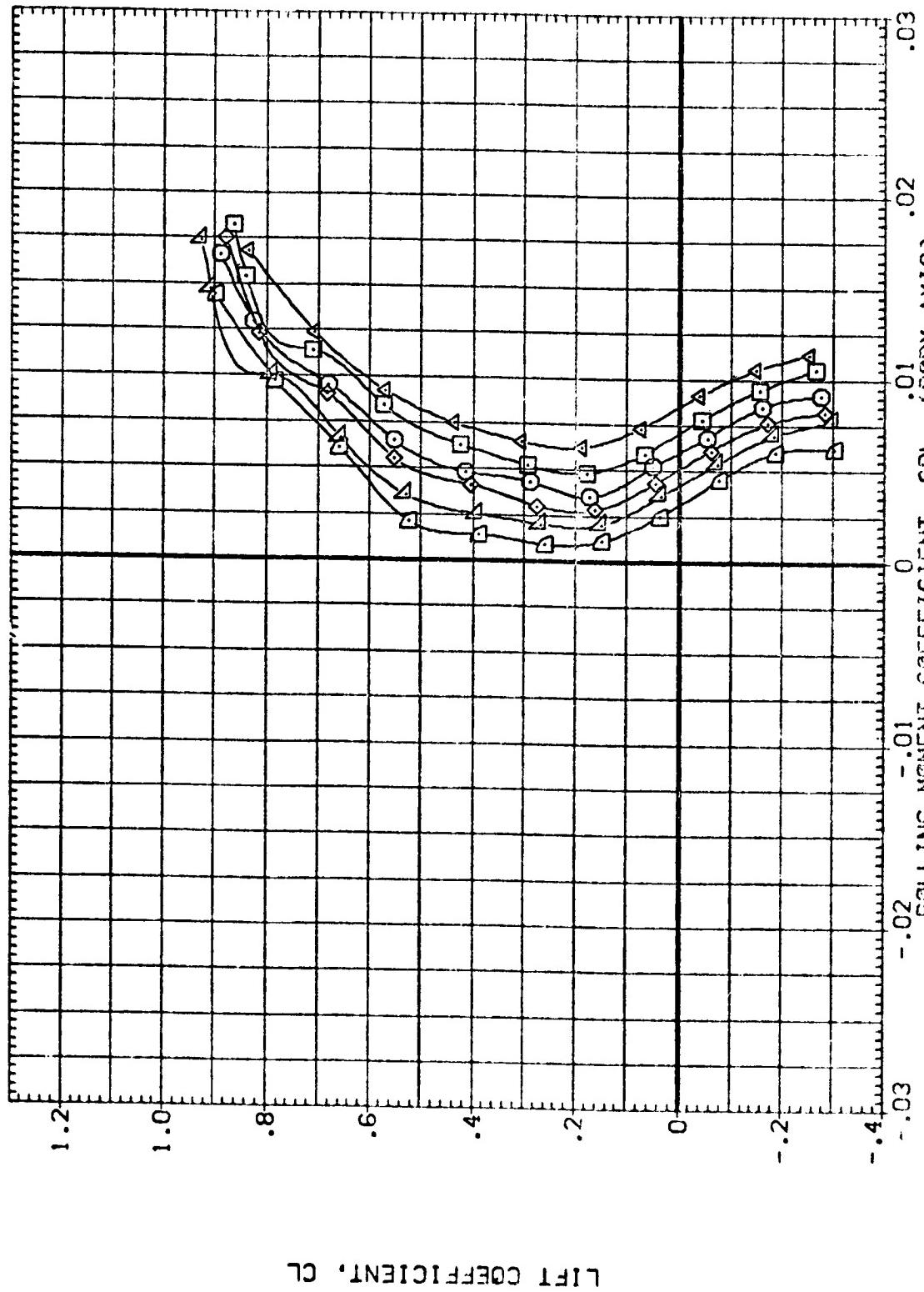


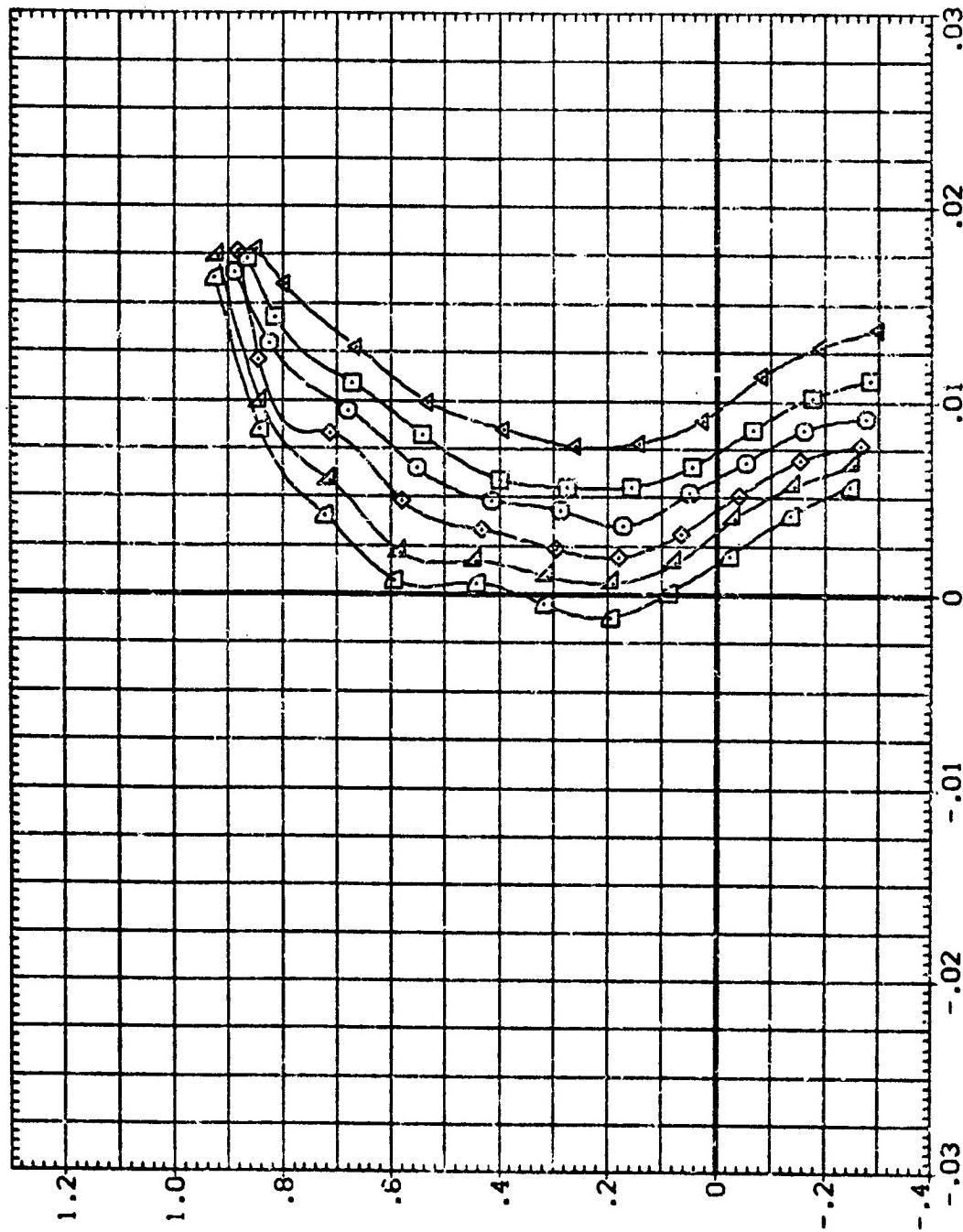
FIG. 4 AERODYNAMIC CHAR. IN PITCH. EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.

(C)MACH = .93

PAGE 110

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
(ZAG015)	.000	.000	.000
(ZAG082)	.000	-.5.000	.000
(ZAG077)	.000	-.5.000	.000
(ZAG038)	.000	-10.000	.000
(ZAG024)	.000	10.000	.000
(ZAG297)	.000	14.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET =60.0 DEG.
 $(C)MACH = .98$

PAGE 111

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
ZAG115	.000	.000	.000
(BAG000)	5.000	.000	.000
(BAG001)	-5.000	.000	.000
(BAG074)	10.000	.000	.000
(BAG046)	-10.000	.000	.000
(BAG042)	-14.300	.000	.000
(ZAG005)			

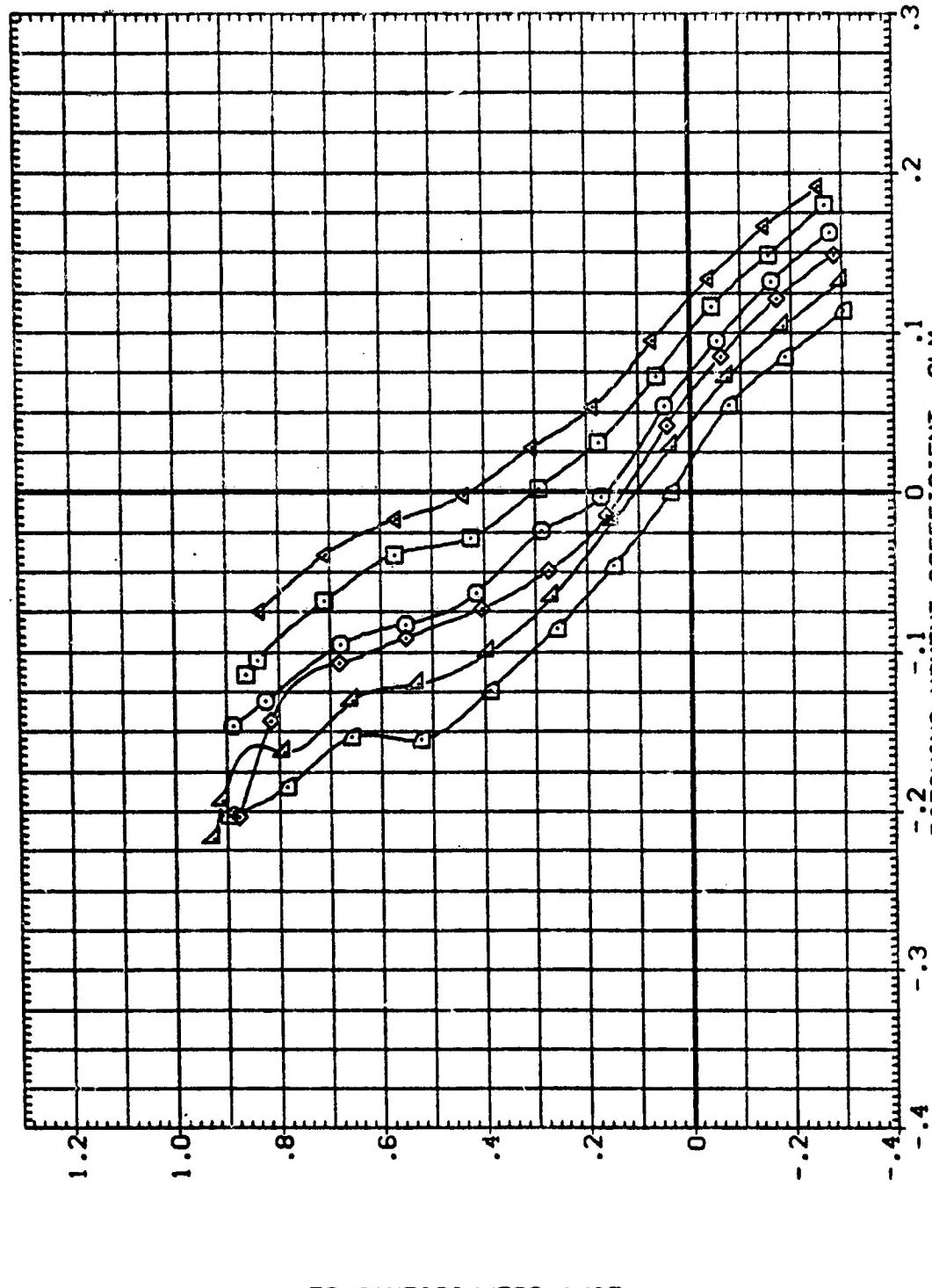
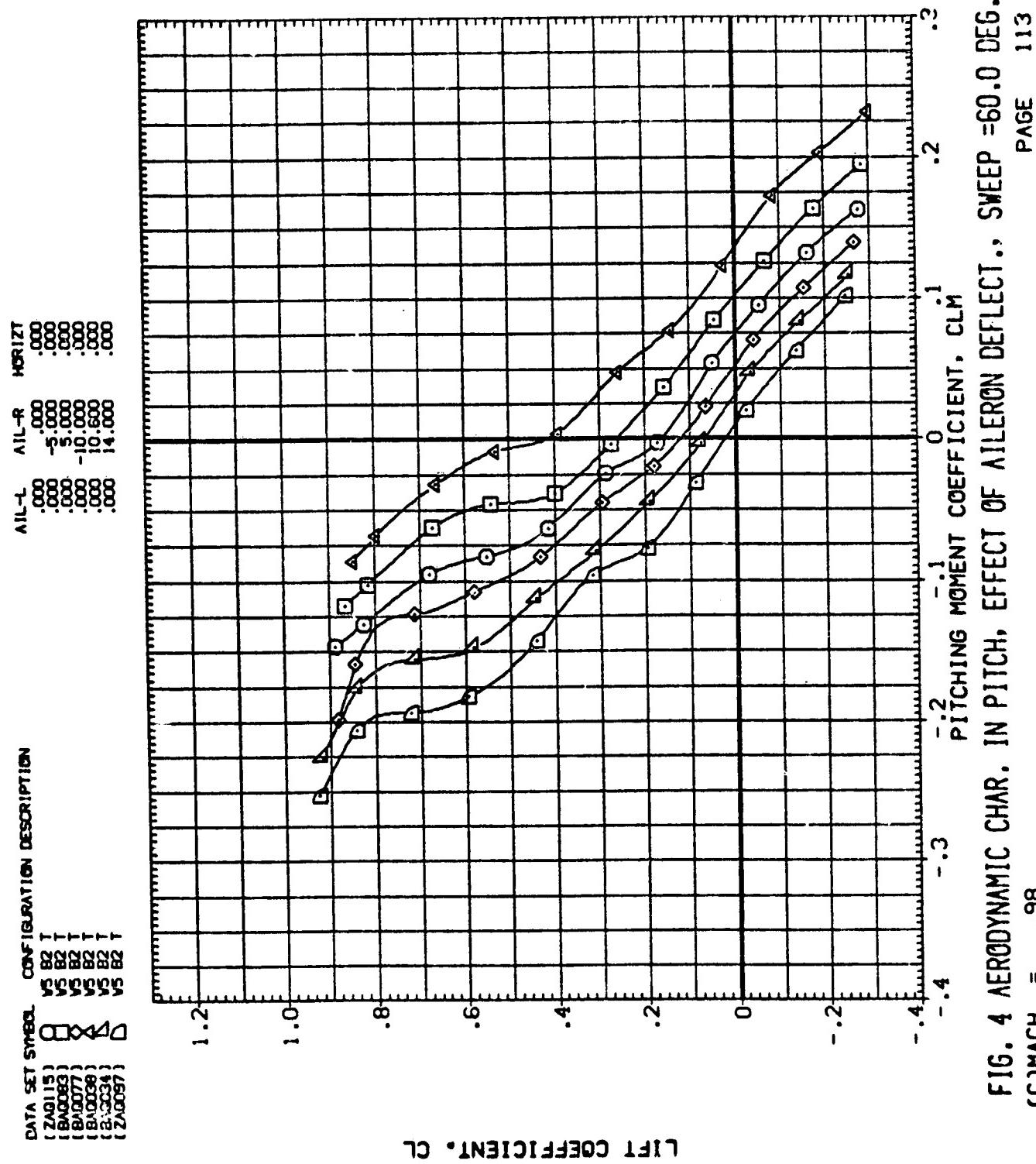
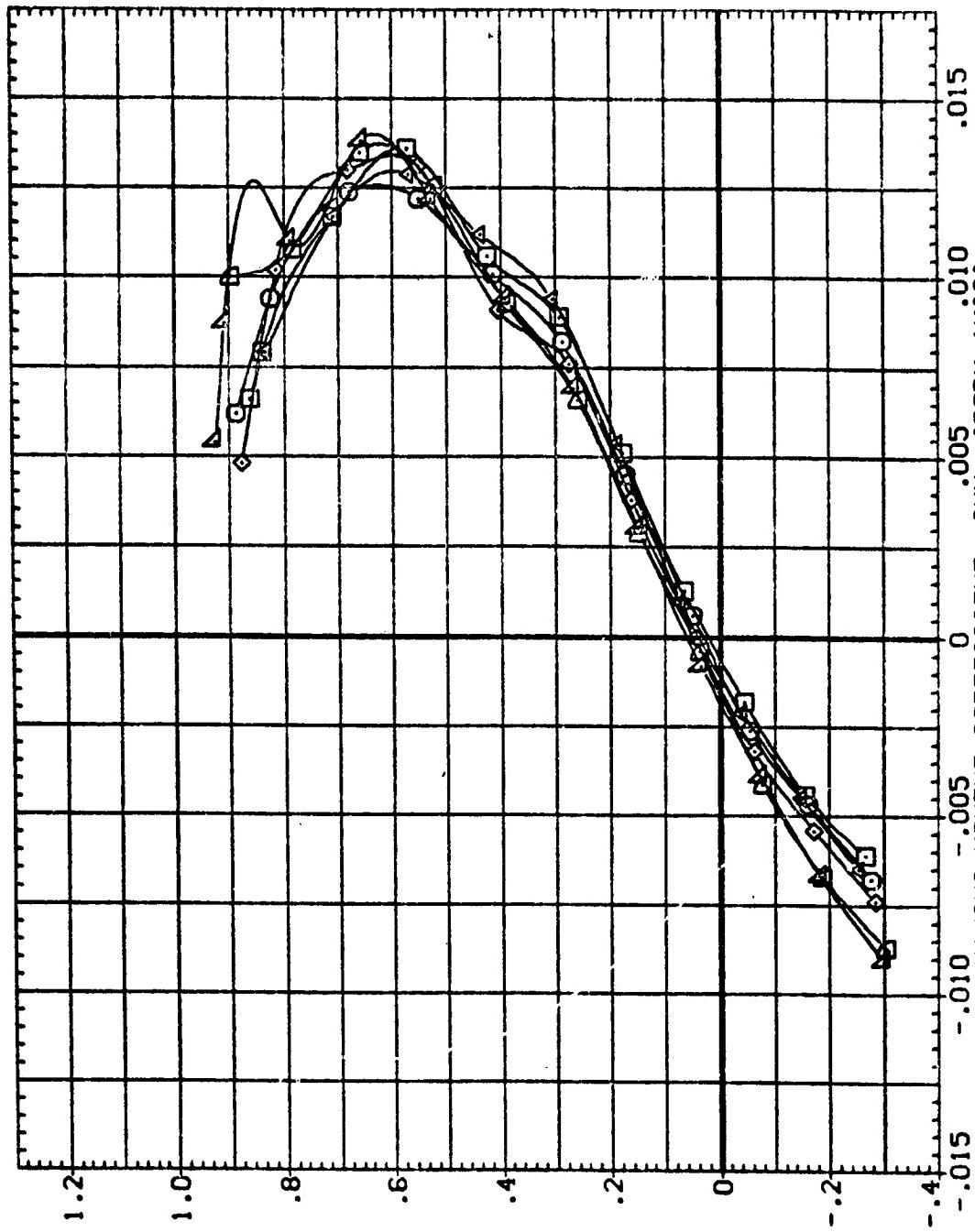


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 60.0 DEG.
(C)MACH = .98
PAGE 112



DATA SET SPEED. CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
ZAD15	.000	.000	.000
55 82	.000	.000	.000
55 82	.000	.000	.000
55 82	.000	.000	.000
55 82	.000	.000	.000
55 82	.000	.000	.000
55 82	.000	.000	.000



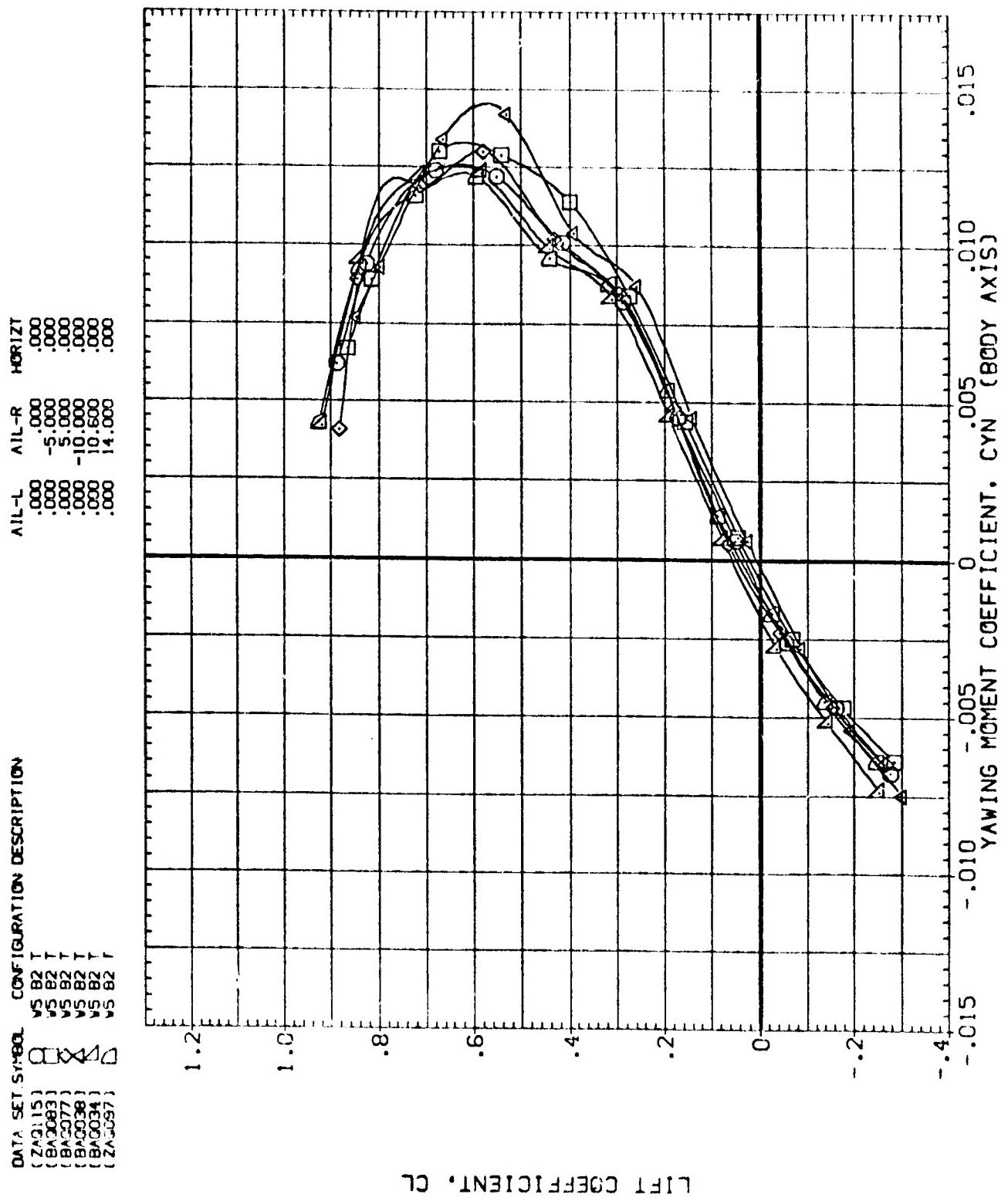


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 60.0 DEG.

PAGE 115

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-R	HORIZT
(ZAB0115)	V5 B2	
(ZAB0020)	V5 B2	
(ZAB0021)	V5 B2	
(ZAB0024)	V5 B2	
(ZAB0046)	V5 B2	
(ZAB0042)	V5 B2	
(ZAB0055)	V5 B2	

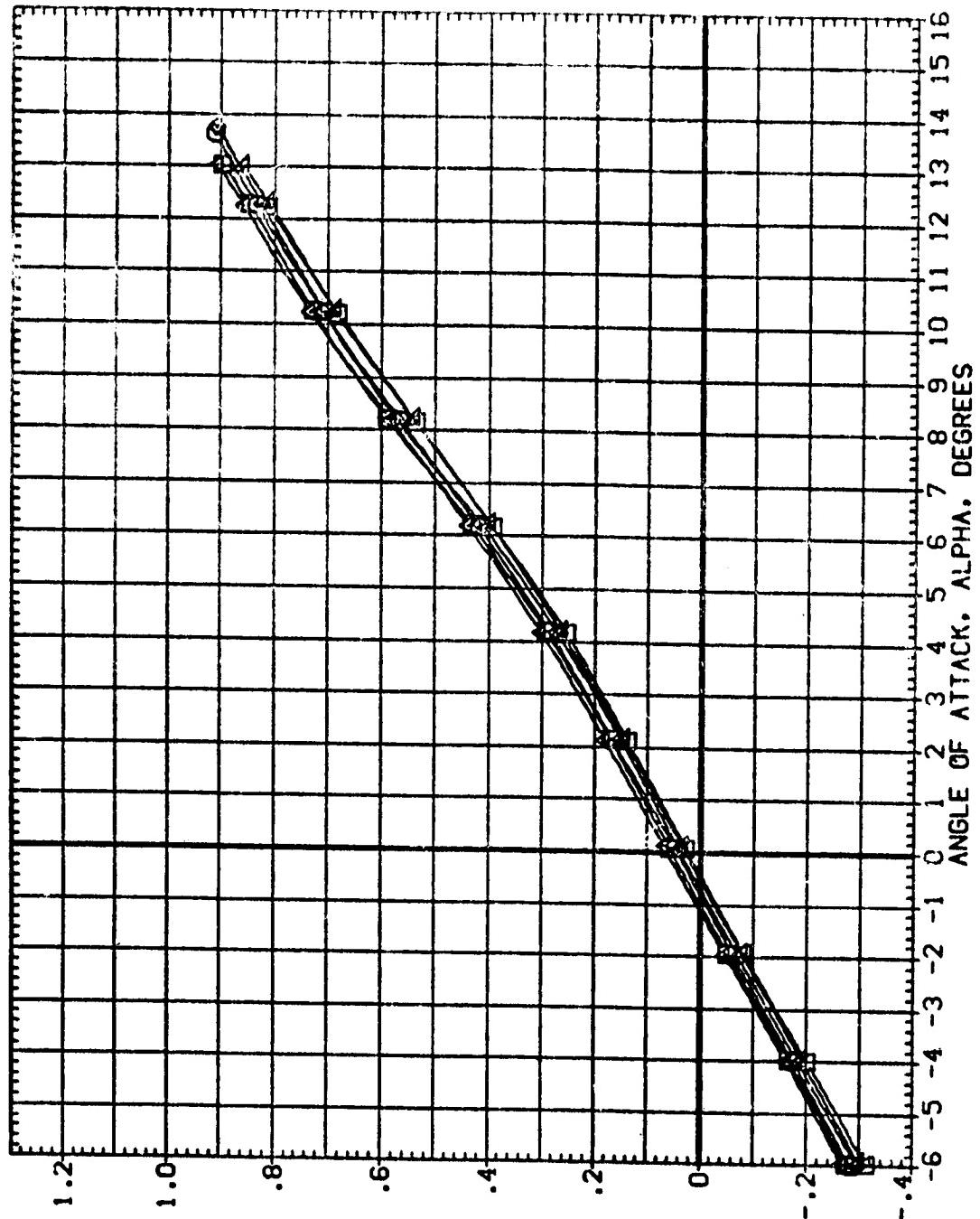


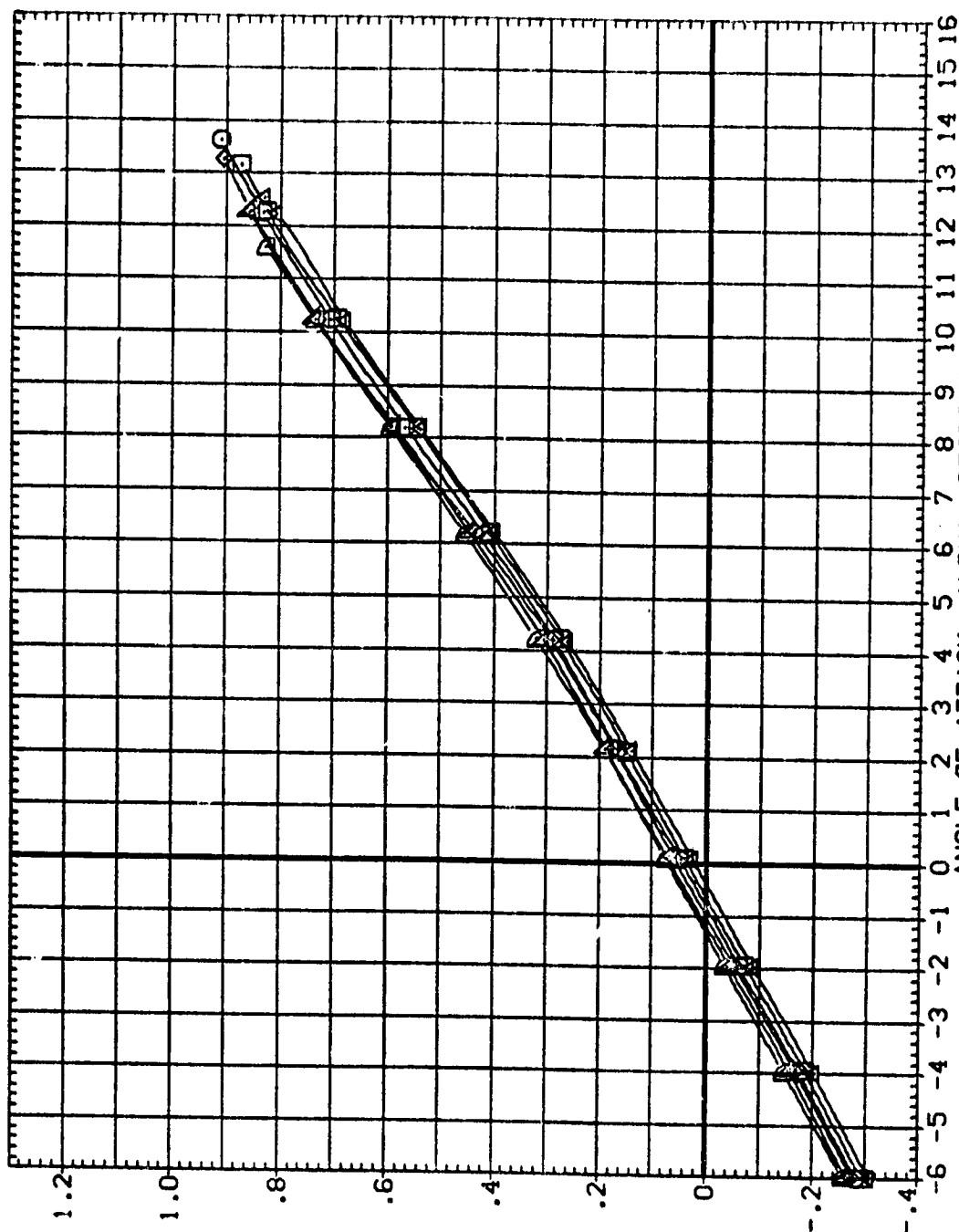
FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET =60.0 DEG.
MACH = 1.05

PAGE 116

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(Z00115)	V5	82	T
(BA0083)	V5	82	T
(BA0077)	V5	82	T
(BA0038)	V5	82	T
(BA0034)	V5	82	T
(Z00057)	V5	82	T

AIL-L	AIL-R	HORIZ
.000	.000	.000
.000	-.5.000	.000
.000	-.5.000	.000
.000	-.10.000	.000
.000	-.10.600	.000
.000	-.14.000	.000

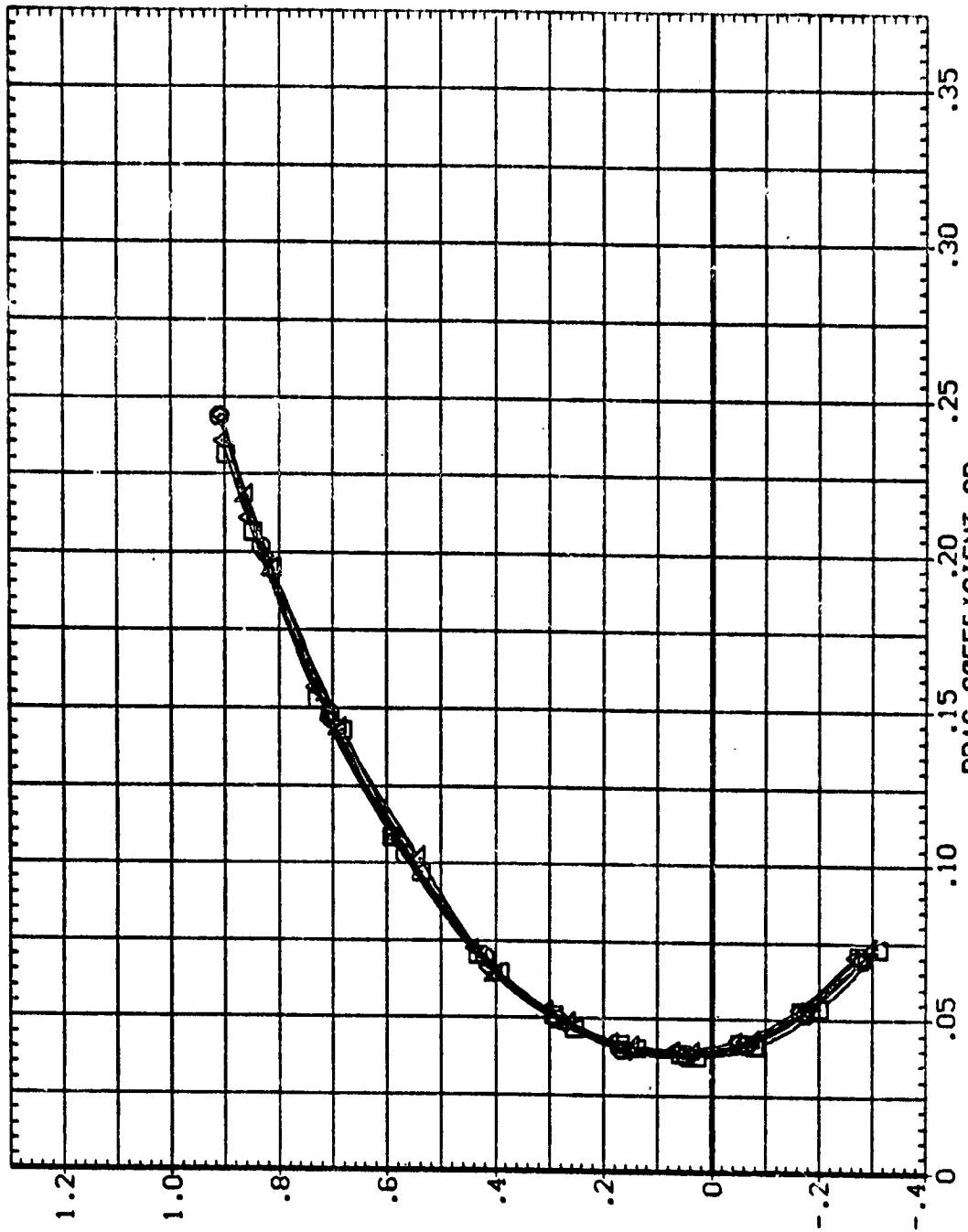


LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
MACH = 1.05
PAGE 117

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
{ZAO115}	.000	.000	.000
{BAG000}	.000	.000	.000
{BAG074}	.000	.000	.000
{BAG046}	.000	.000	.000
{BAG042}	.000	.000	.000
{ZAG065}	.000	.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 60.0 DEG.
 $(D)MACH = 1.05$

PAGE 118

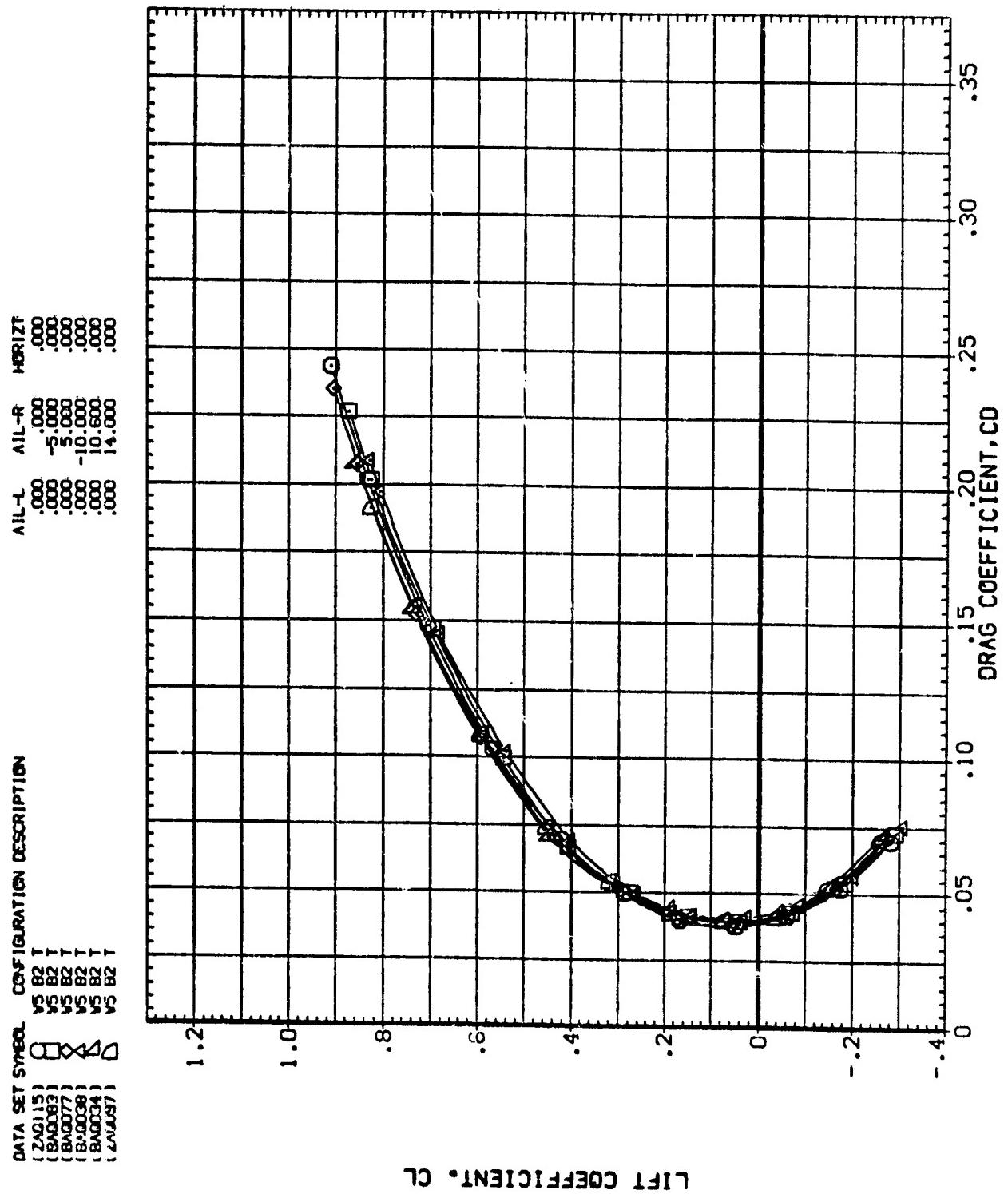
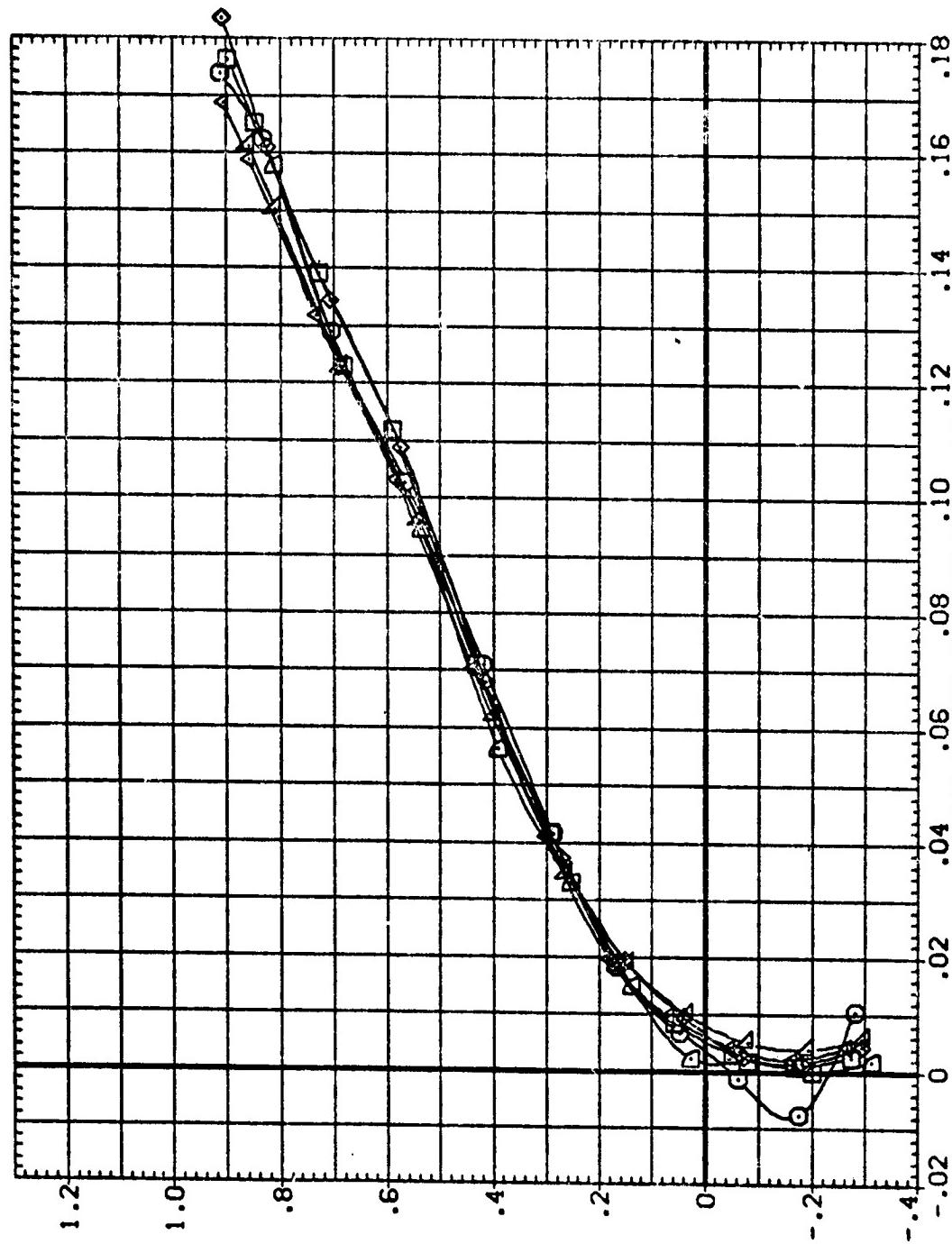


FIG. 4 AERODYNAMIC CHAR. IN PITCH. EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $(D)MACH = 1.05$

PAGE 119

DATA SET SPEED CONFIGURATION DESCRIPTION

(ZD0115)	V5	B2	T
(B00080)	V5	B2	T
(B00074)	V5	B2	T
(B00046)	V5	B2	T
(S00042)	V5	B2	T
(ZD0095)	V5	B2	T

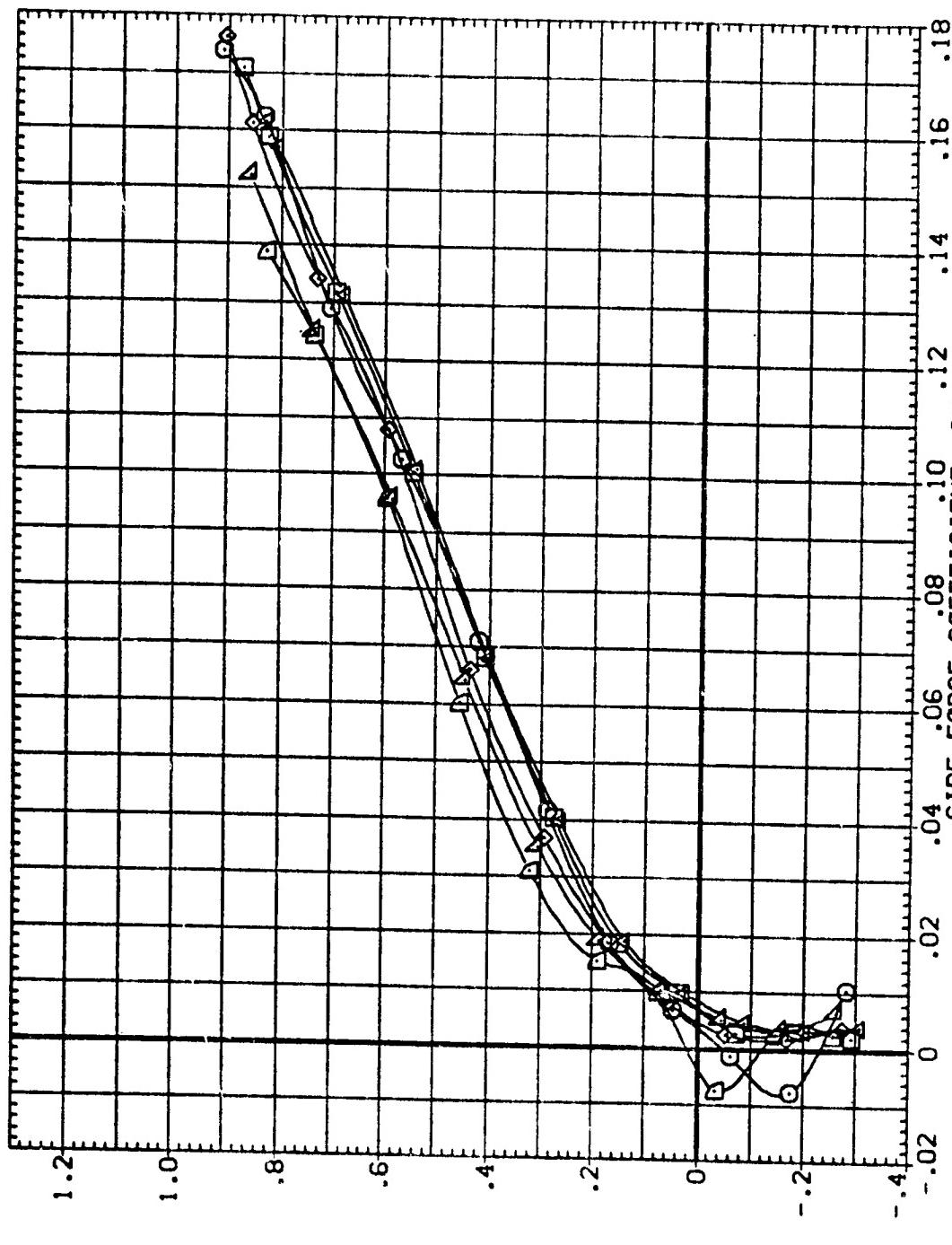


LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 (MACH = 1.05

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HOR127
(Z3)15	VS 82 T		
(BA)083	VS 82 T		
(BA)077	VS 82 T		
(BA)038	VS 82 T		
(BA)034	VS 82 T		
(ZA)097	VS 82 T		

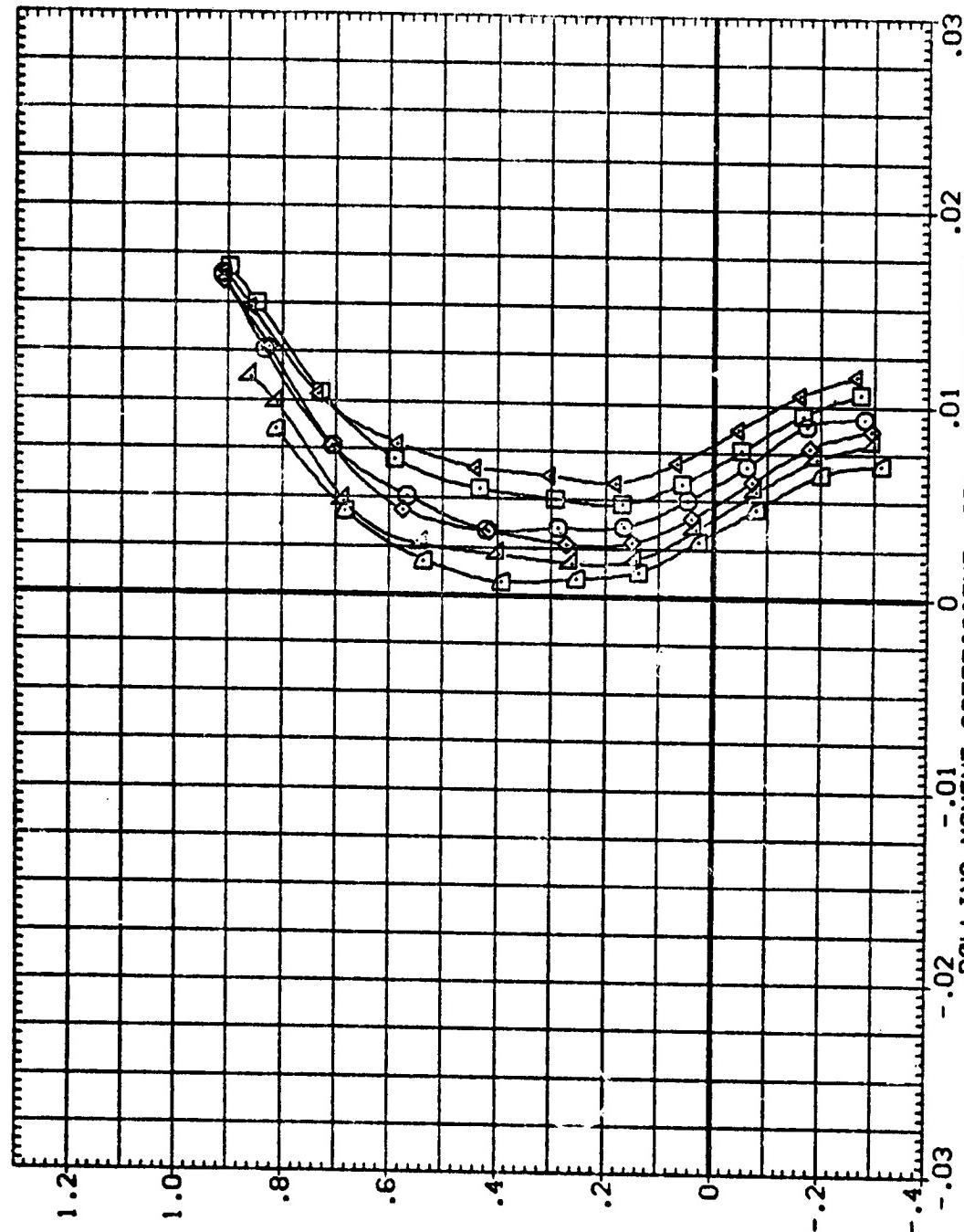


LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $C_{D,MACH} = 1.05$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ
{ ZAD15 }	.000	.000	.000
{ ZAD00 }	.000	.000	.000
{ ZAD01 }	.000	.000	.000
{ ZAD02 }	.000	.000	.000
{ ZAD03 }	.000	.000	.000
{ ZAD04 }	.000	.000	.000
{ ZAD05 }	.000	.000	.000
{ ZAD06 }	.000	.000	.000
{ ZAD07 }	.000	.000	.000
{ ZAD08 }	.000	.000	.000
{ ZAD09 }	.000	.000	.000
{ ZAD10 }	.000	.000	.000
{ ZAD11 }	.000	.000	.000
{ ZAD12 }	.000	.000	.000
{ ZAD13 }	.000	.000	.000
{ ZAD14 }	.000	.000	.000
{ ZAD15 }	.000	.000	.000



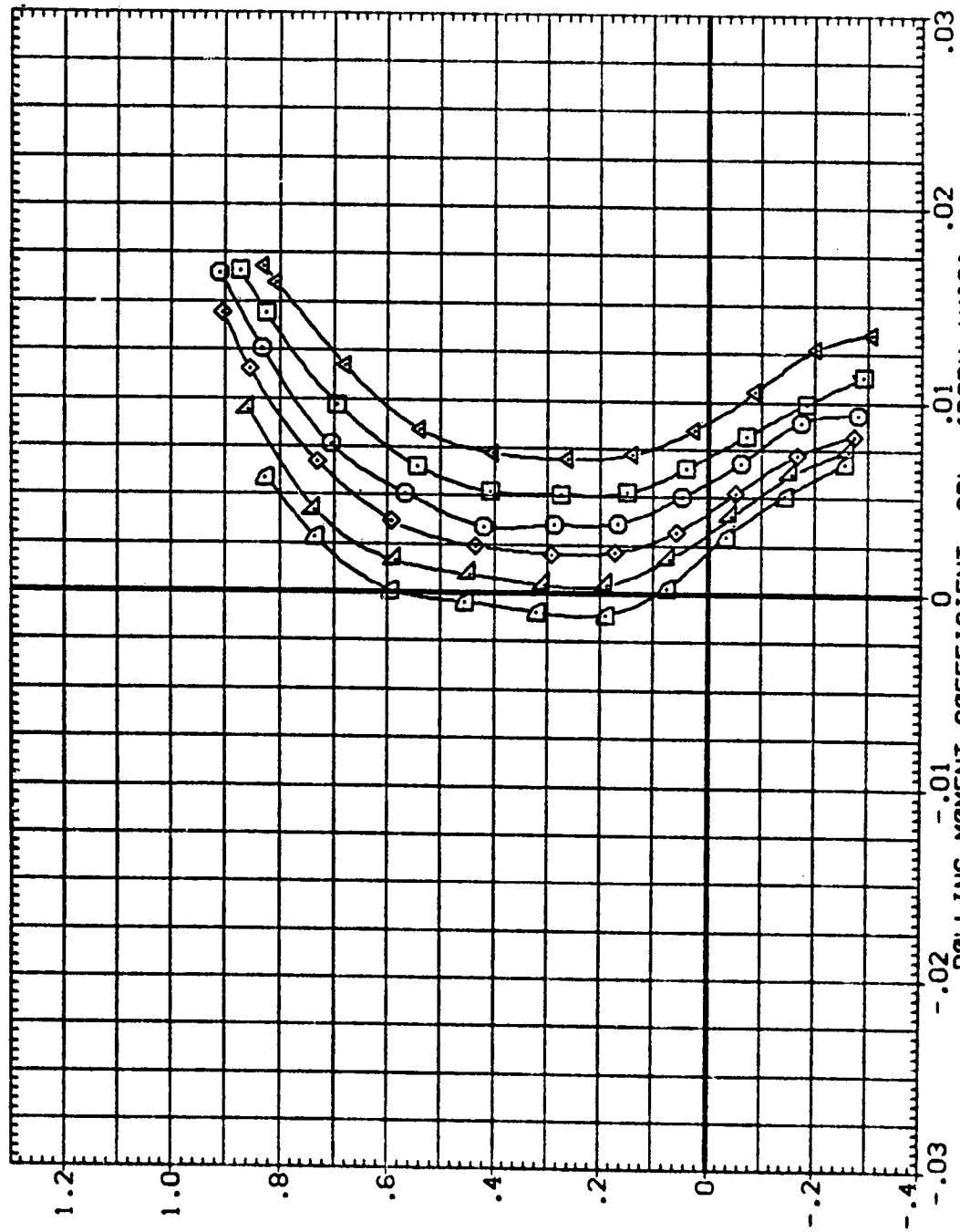
LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $(D_MACH = 1.05)$

PAGE 122

DATA SET SYMBOL. CONFIGURATION DESCRIPTION

	AIL-1	AIL-2	HORIZT
(ZAG115)	.000	.000	.000
(BA0083)	.000	-.5000	.000
(BA0077)	.000	5.000	.000
(BA0058)	.000	-15.000	.000
(BA0034)	.000	10.600	.000
(ZAG097)	.000	14.000	.000

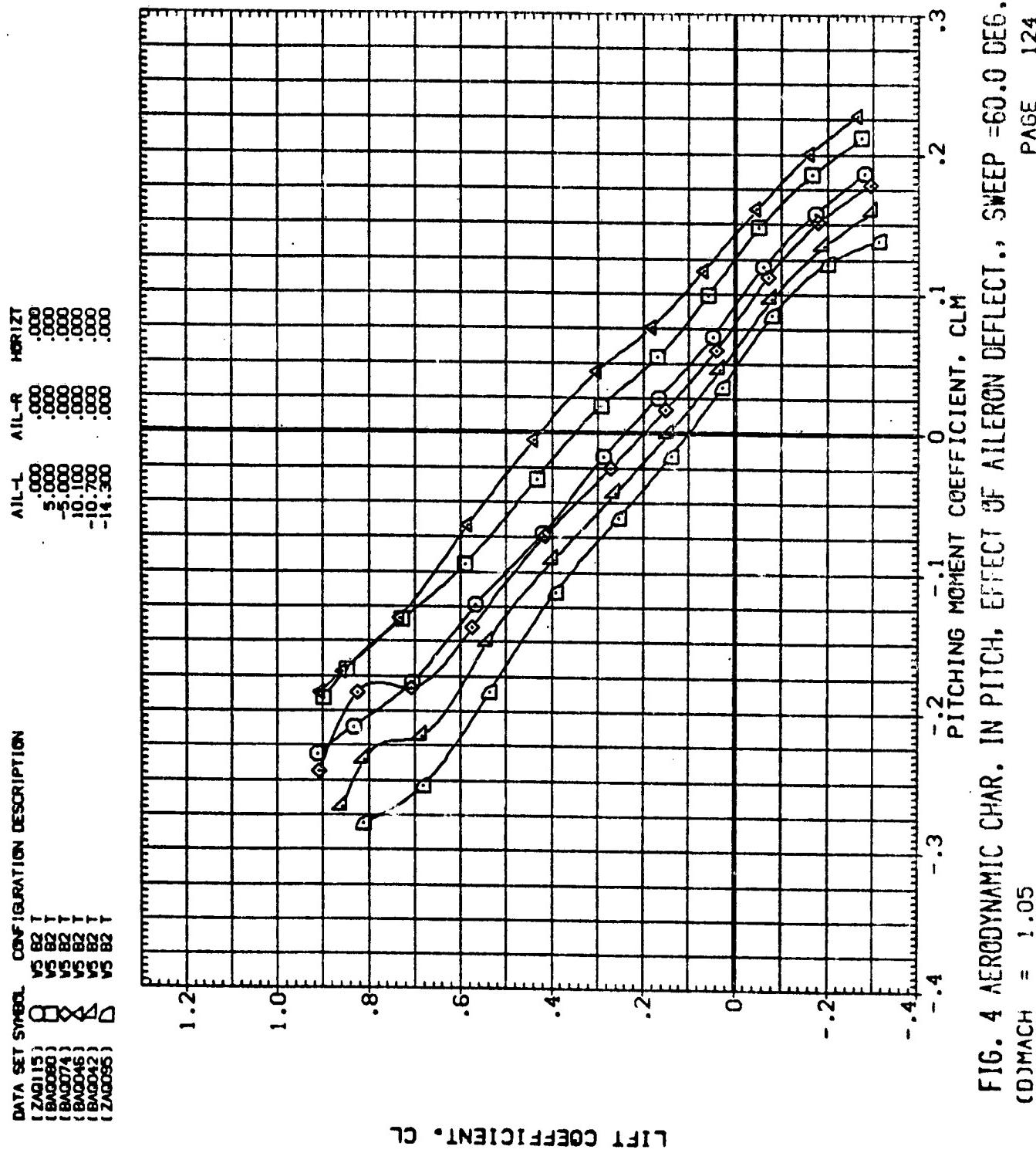


LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH. EFFECT OF AILERON DEFLECT., SWEEP = 60.0 DEG.
 $C_D MACH = 1.05$

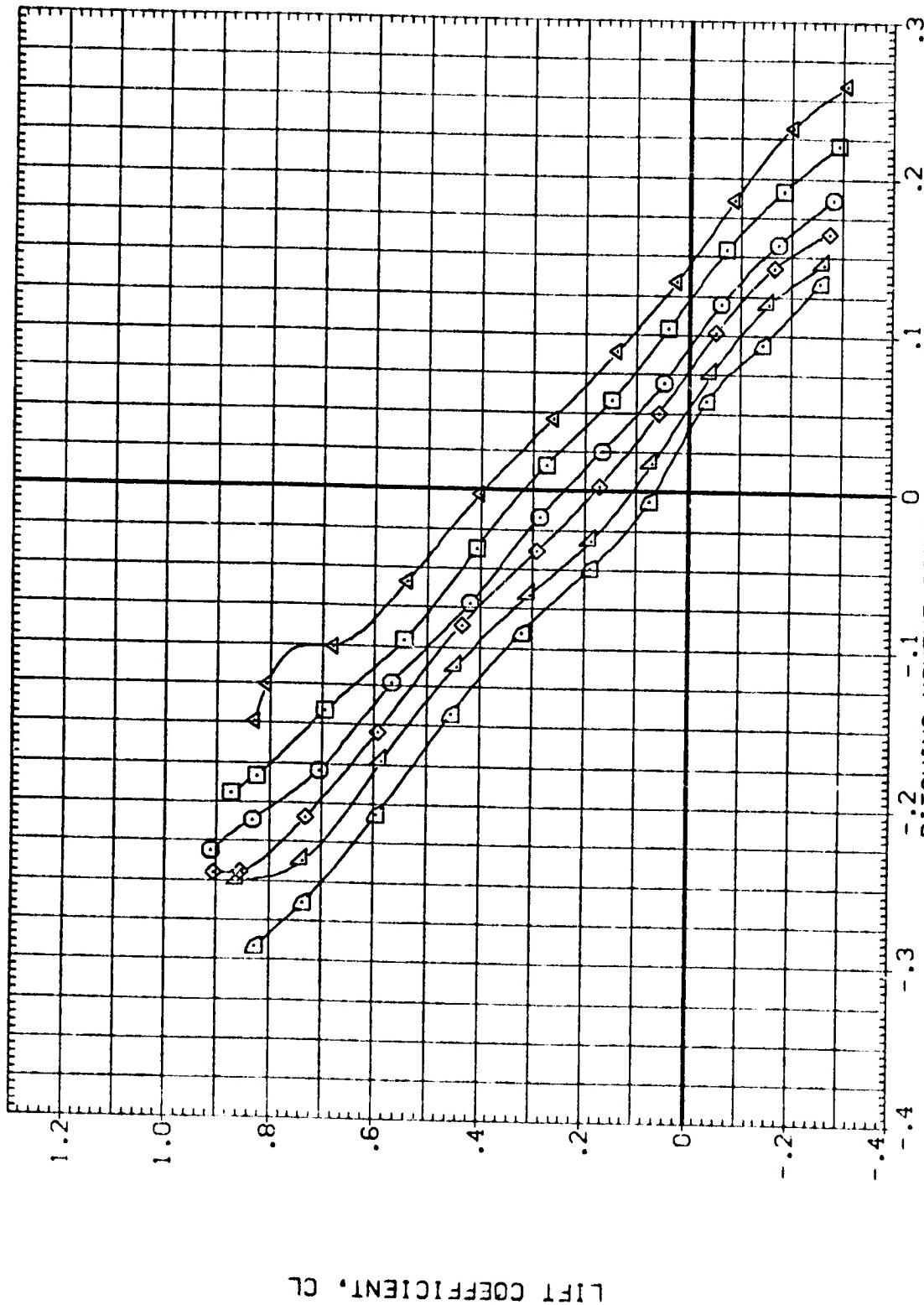
PAGE 123

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ORIGINAL EXCEPT BY FORD



DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
ZAG115	.000	.000	.000
BA00083	.000	-.5.000	.000
BA00077	.000	5.000	.000
BA00038	.000	-10.000	.000
BA2034	.000	10.600	.000
ZAG097	.000	14.000	.000



LIFT COEFFICIENT, CL

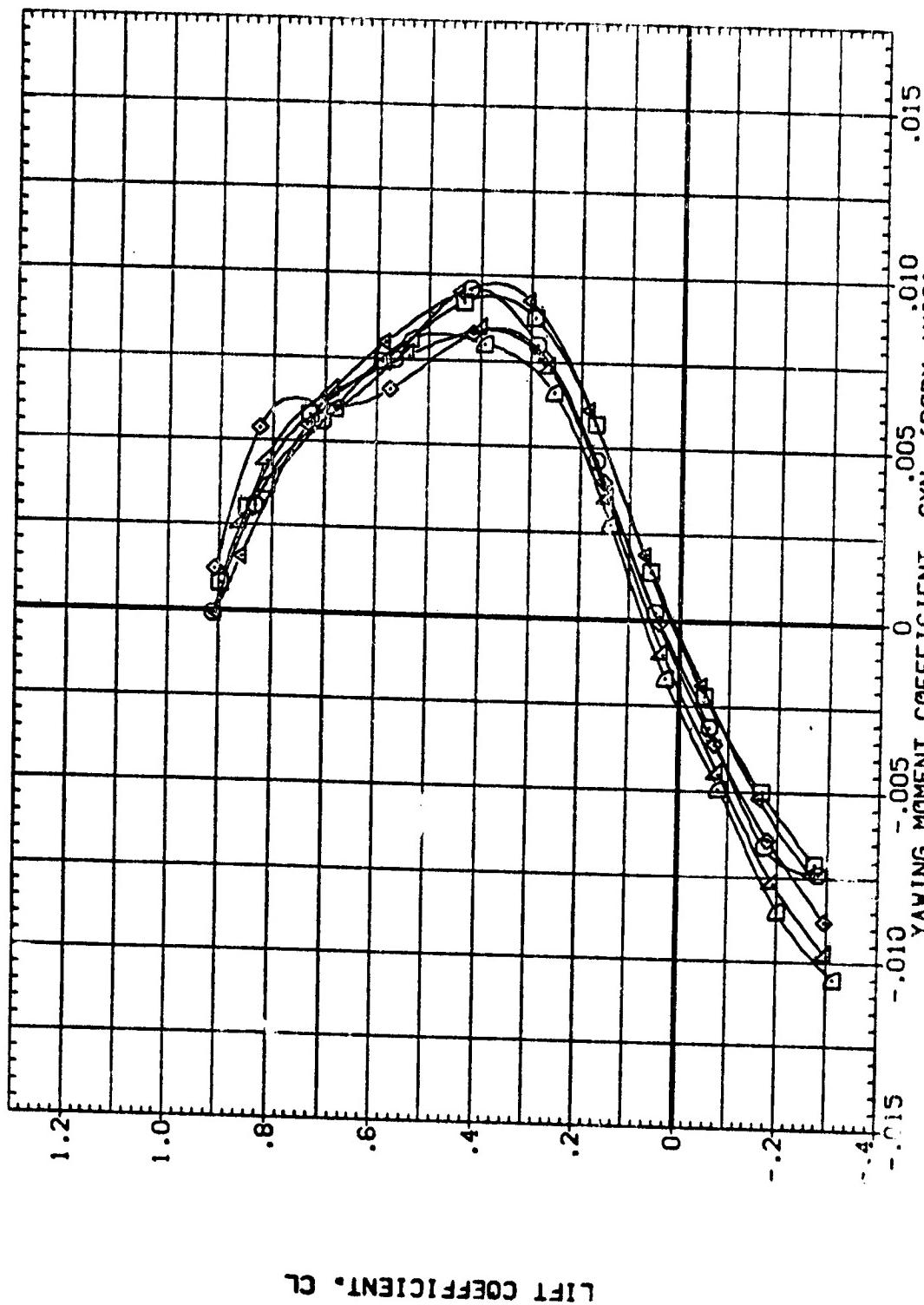
FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT.. SWEEP =60.0 DEG.

 $(CD)_MACH = 1.05$

PAGE 125

DATA SET SPEED. CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ.
(200115)	0	0	.000
(B00080)	0	0	.000
(B00074)	0	0	.000
(B00046)	0	0	.000
(B00042)	0	0	.000
(200055)	0	0	.000



DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
ZAO1151	.000	.000	.000
Z582T	.000	-.5.000	.000
Z582T	.000	5.000	.000
Z582T	.000	-10.000	.000
Z582T	.000	10.600	.000
Z582T	.000	14.000	.000
ZAO1152	.000	.000	.000
Z582T	.000	-.5.000	.000
Z582T	.000	5.000	.000
Z582T	.000	-10.000	.000
Z582T	.000	10.600	.000
Z582T	.000	14.000	.000

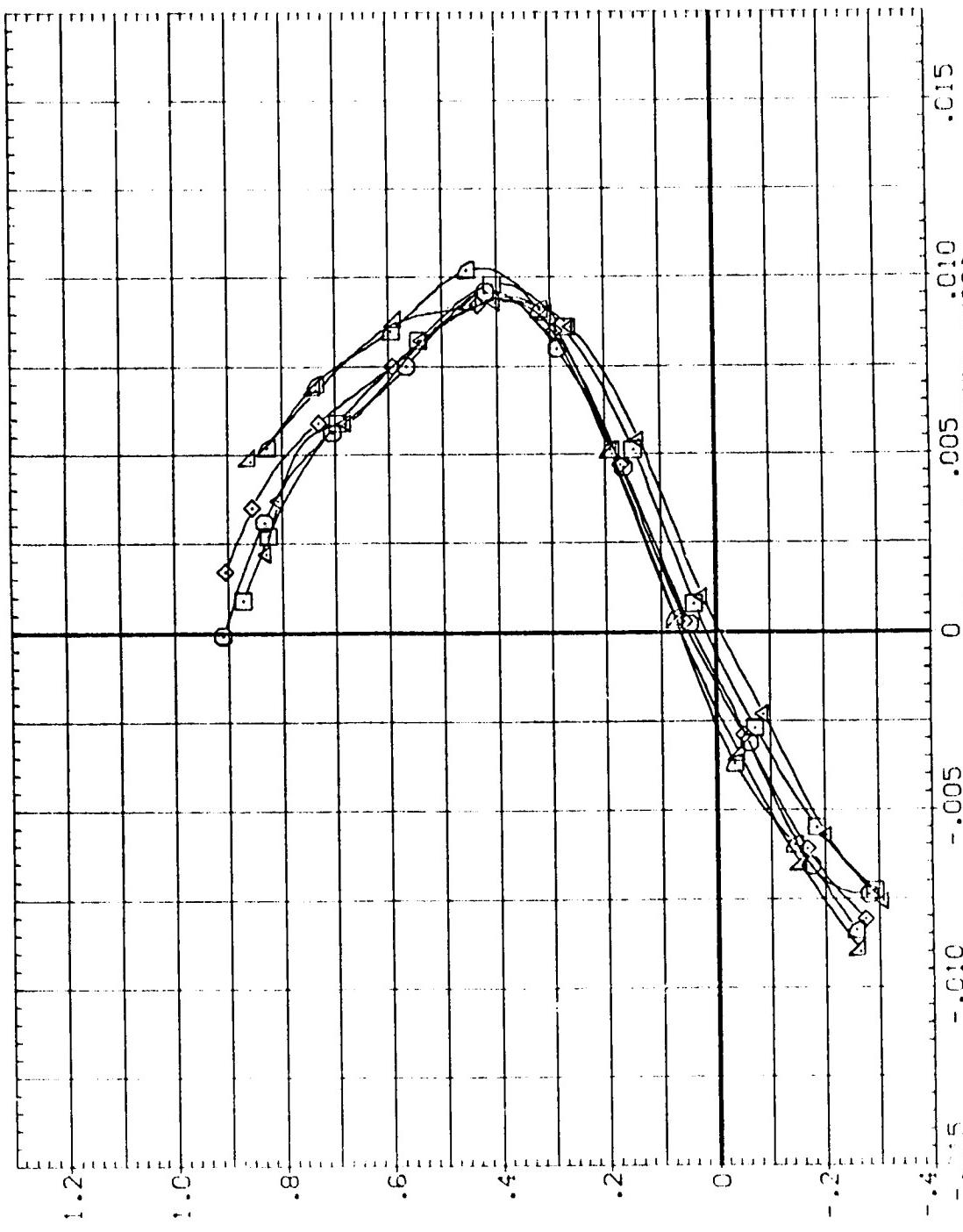


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT.. SWEEP = 60.0 DEG.
 $C_D MACH = 1.05$
 $C_M YAWING = -0.005$
 $C_N (BODY AXIS) = 0.005$
 $C_L = 0.010$
 $C_L = 0.015$

PAGE :27

DATA SET SYMBOL CONFIGURATION DESCRIPTION

		AIL-L	AIL-R	HORIZ
{ ZAD15 }	V5 B2 T	.000	.000	.000
{ BAG080 }	V5 B2 T	5.000	.000	.000
{ BAG074 }	V5 B2 T	-5.000	.000	.000
{ BAG046 }	V5 B2 T	10.000	.000	.000
{ BAG042 }	V5 B2 T	-10.000	.000	.000
{ ZAD055 }	V5 B2 T	-14.300	.000	.000

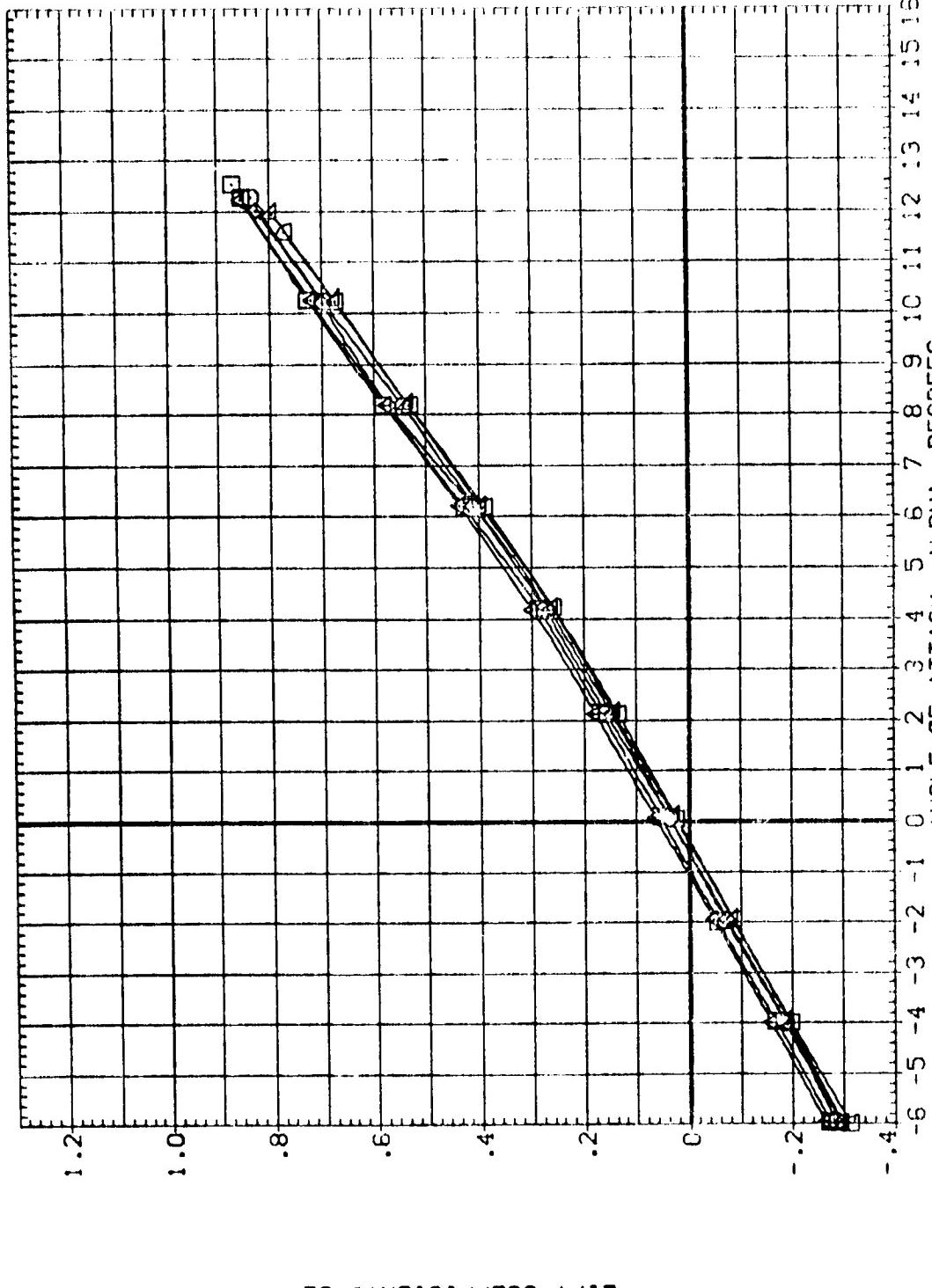


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 50.0 DEG.
MACH = 1.10
PAGE 128

DATA SET SYMBOL CONFIGURATION DESCRIPTION

{ZAG115}	VS B2 T
{BAG083}	VS B2 T
{BAG077}	VS B2 T
{BAG038}	VS B2 T
{BAG034}	VS B2 T
{ZAGC97}	VS B2 T

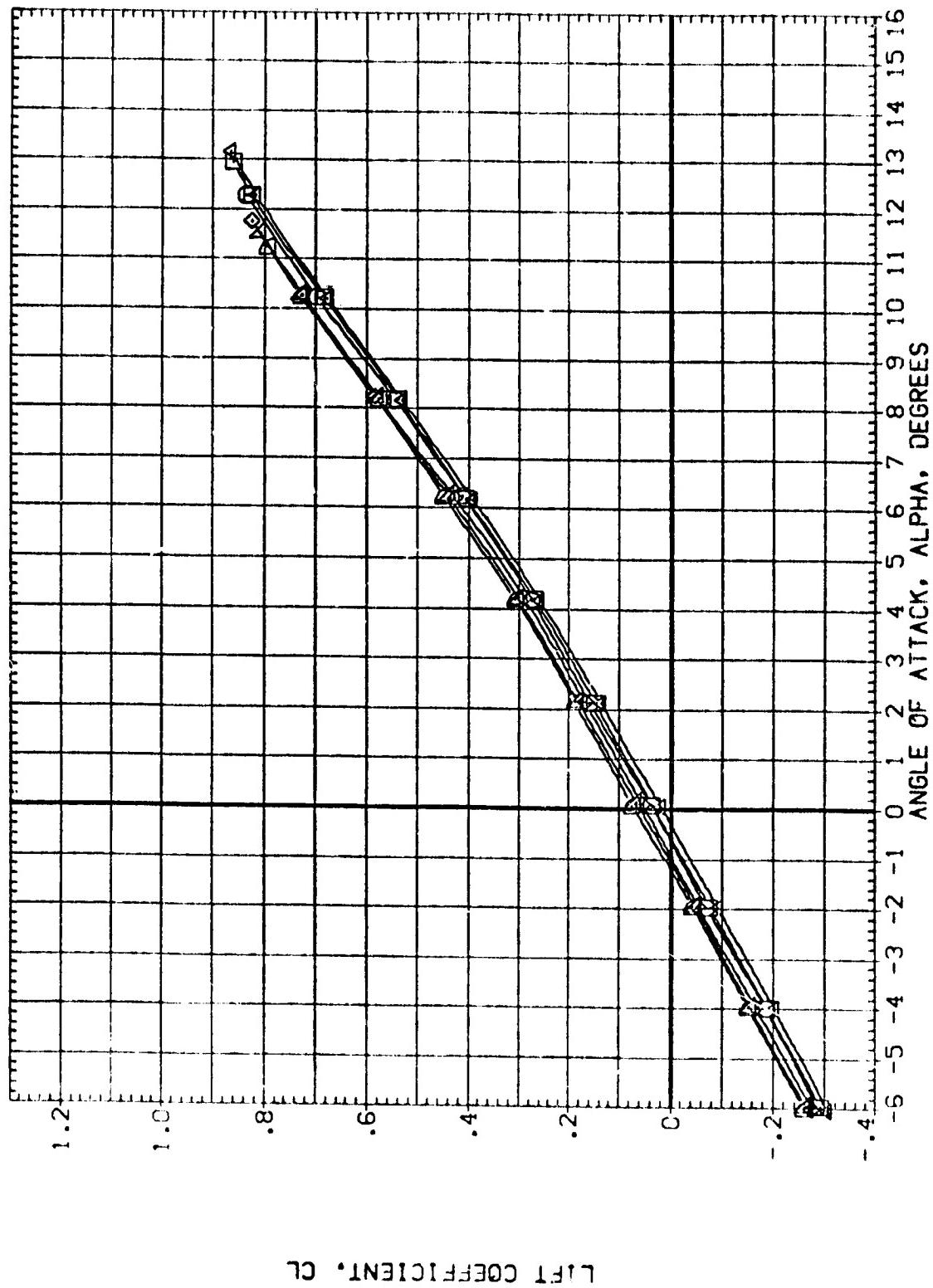
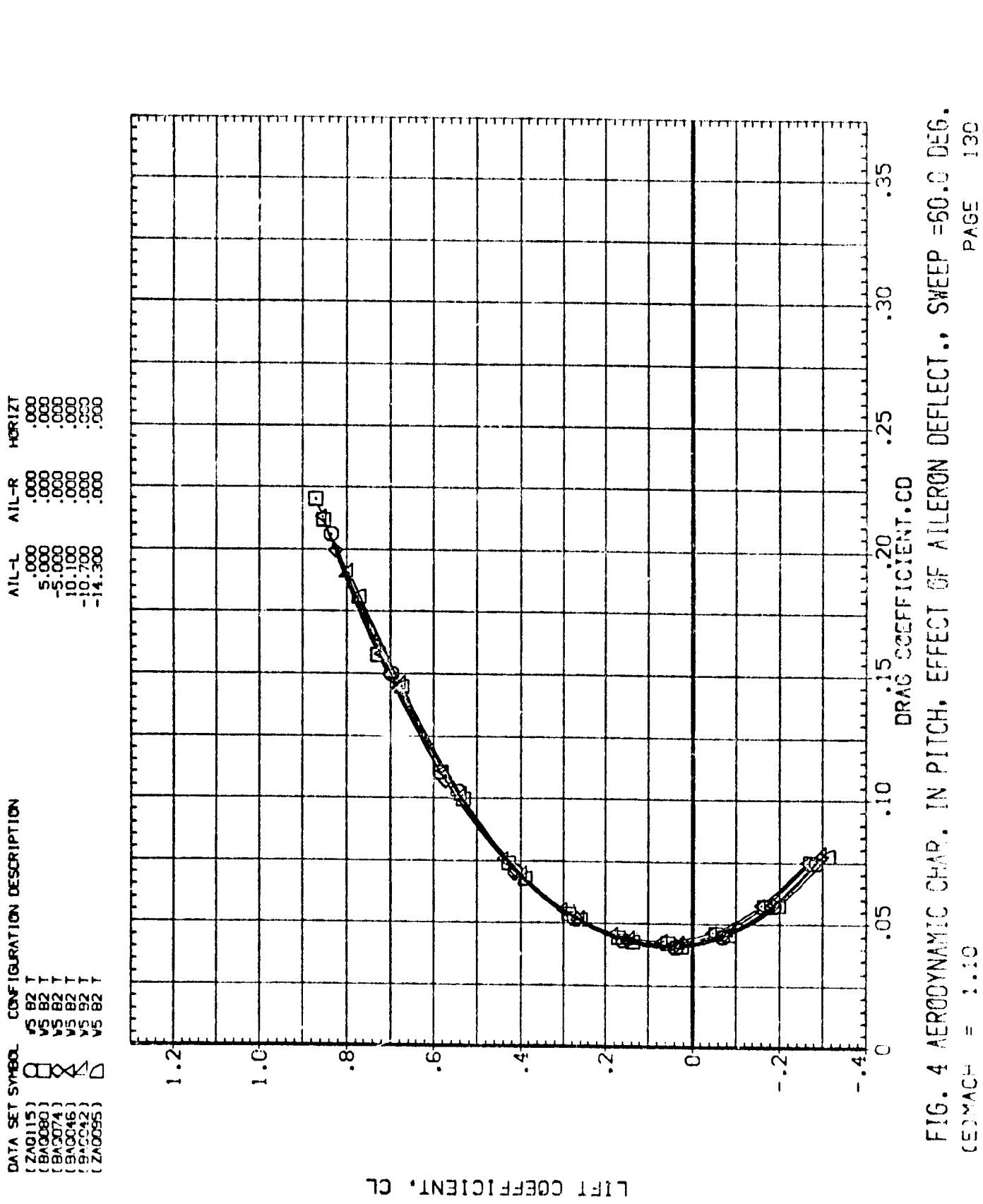


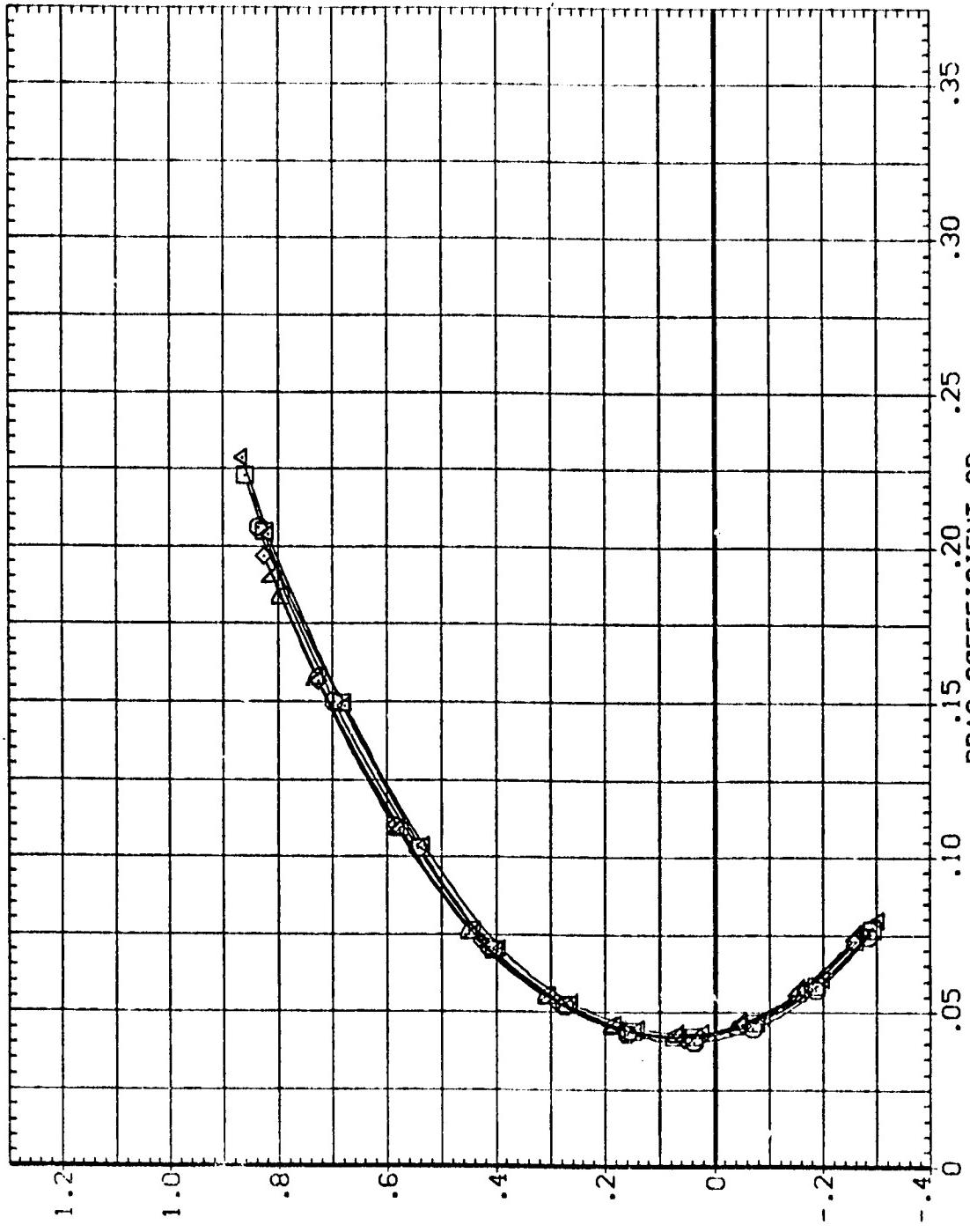
FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.

(E)MACH = 1.10



DATA SET SYMBOL CONFIGURATION DESCRIPTION

		AIL-L	AIL-R	HORIZT
[ZAO115]	V5 B2 T	.000	.000	.000
[BAQ083]	V5 B2 T	.000	-.500	-.000
[BAQ077]	V5 B2 T	.000	5.000	0.000
[BAQ038]	V5 B2 T	.000	-10.000	0.000
[BAQ034]	V5 B2 T	.000	10.600	0.000
[ZAO097]	V5 B2 T	.000	14.000	0.000



LIFT COEFFICIENT, CL

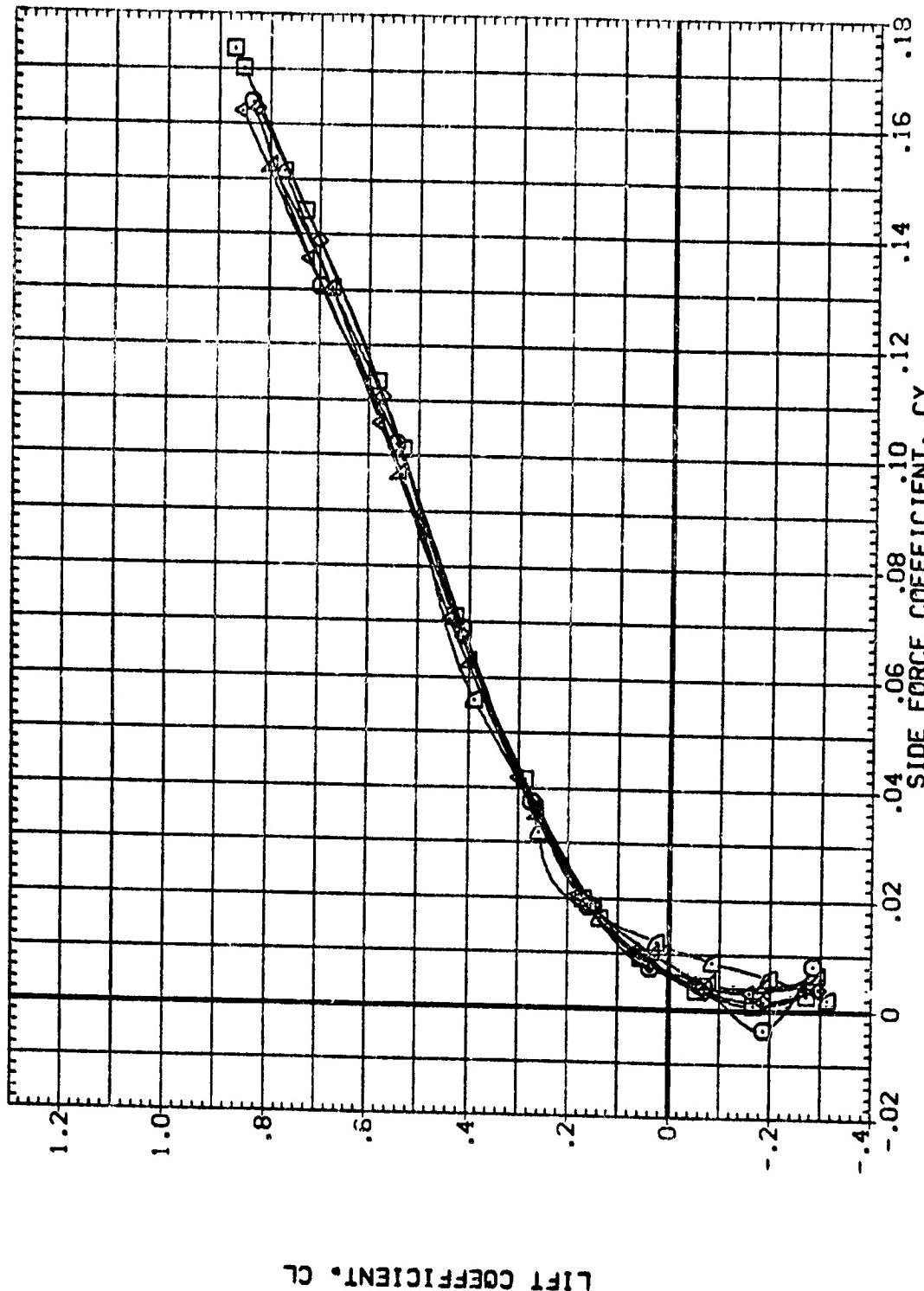
FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG,

REYNOLDS = 1.10

PAGE 131

REF ID: A31217
ORIGINATOR: NACA

DATA SET SYMBOL	CONFIGURATION DESCRIPTION	AIL-L	AIL-R	HORIZT
(ZAD15)	V5 B2 T	.000	.000	.000
(BAD060)	V5 B2 T	5.000	.000	.000
(BAD074)	V5 B2 T	-5.000	.000	.000
(BAD046)	V5 B2 T	10.100	.000	.000
(BAD042)	V5 B2 T	-10.700	.000	.000
(ZAD055)	V5 B2 T	-14.300	.000	.000

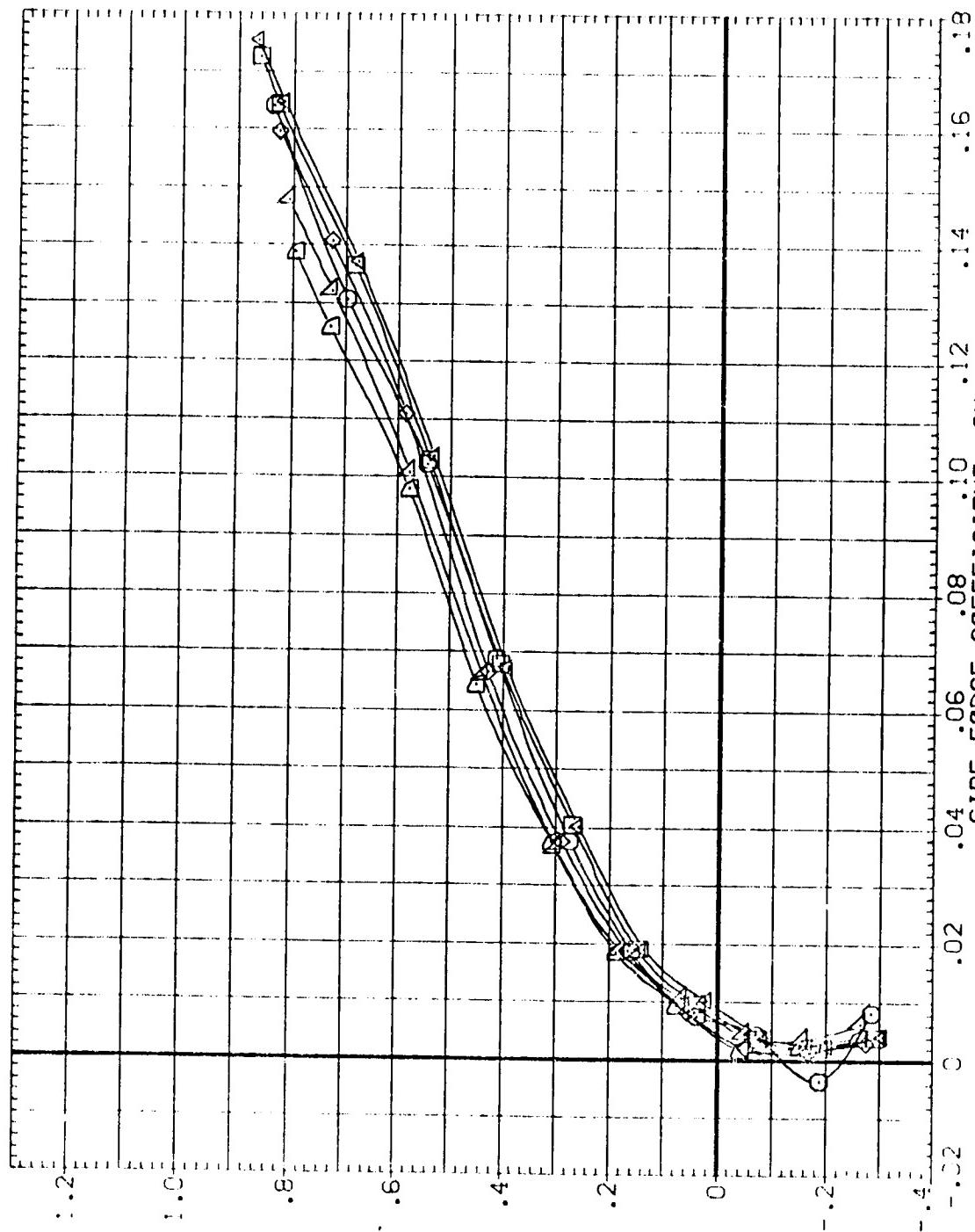


LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SLEEP = 60.0 DEG.
MACH = 1.10

PAGE 132

DATA SET SYMBOL	CONFIGURATION DESCRIPTION
(ZAD115)	*5 32 T
(BAC082)	*5 82 T
(BAC077)	*5 82 T
(BAC032)	*5 32 T
(BAC034)	*5 32 T
(ZAD057)	*5 82 T



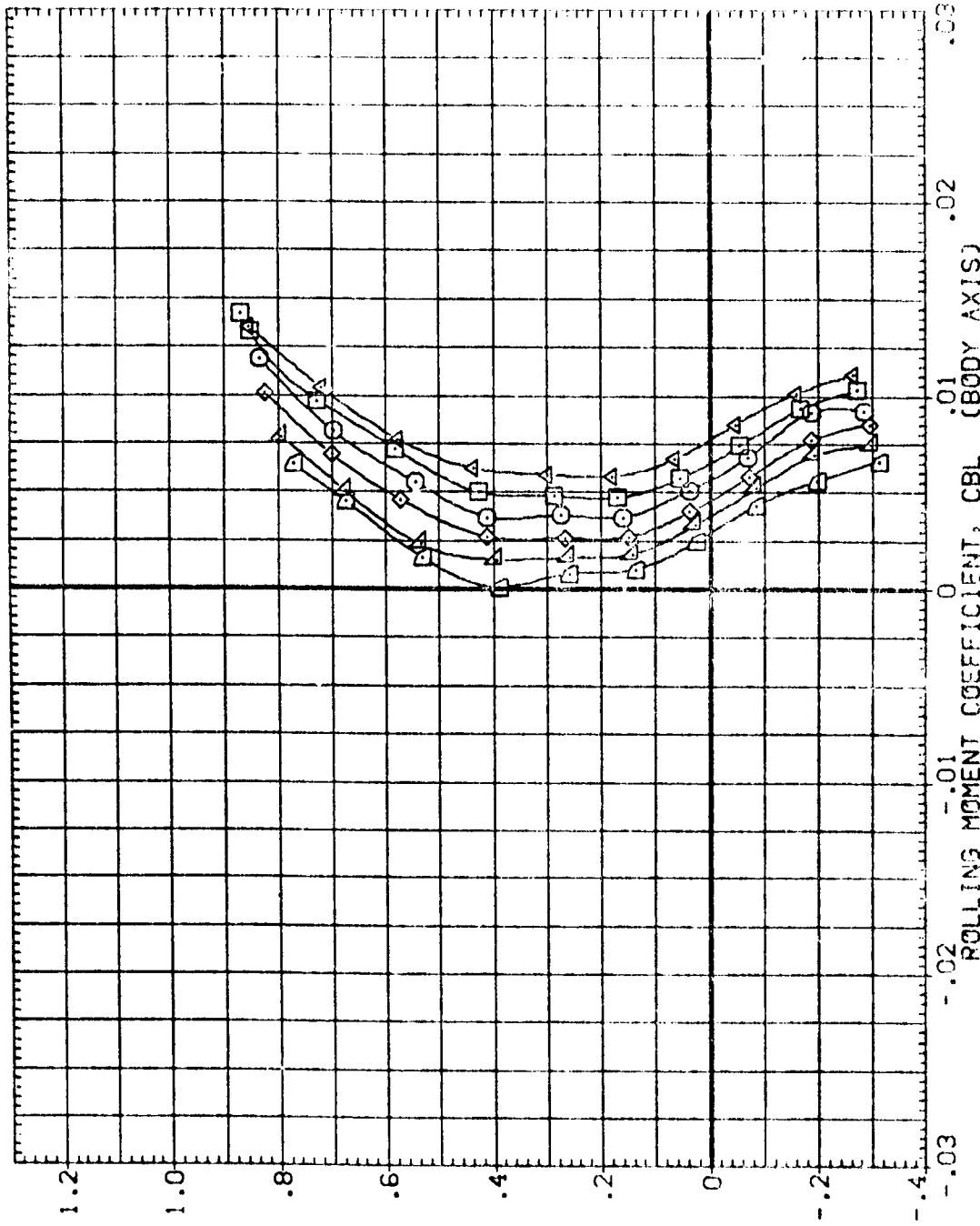
LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $(\text{CD})_{\text{MACH}} = 1.10$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(ZAG15)	VS B2 T
(ZAG080)	VS B2 T
(BA0074)	VS B2 T
(BA0046)	VS B2 T
(BA0042)	VS B2 T
(ZAG056)	VS B2 T

	AIL-L	AIL-R	HORIZT
(ZAG15)	.000	.000	.000
(ZAG080)	5.000	.000	.000
(BA0074)	-5.000	.000	.000
(BA0046)	10.100	.000	.000
(BA0042)	-10.700	.000	.000
(ZAG056)	-14.300	.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 60.0 DEG,
MACH = 1.10

PAGE 134

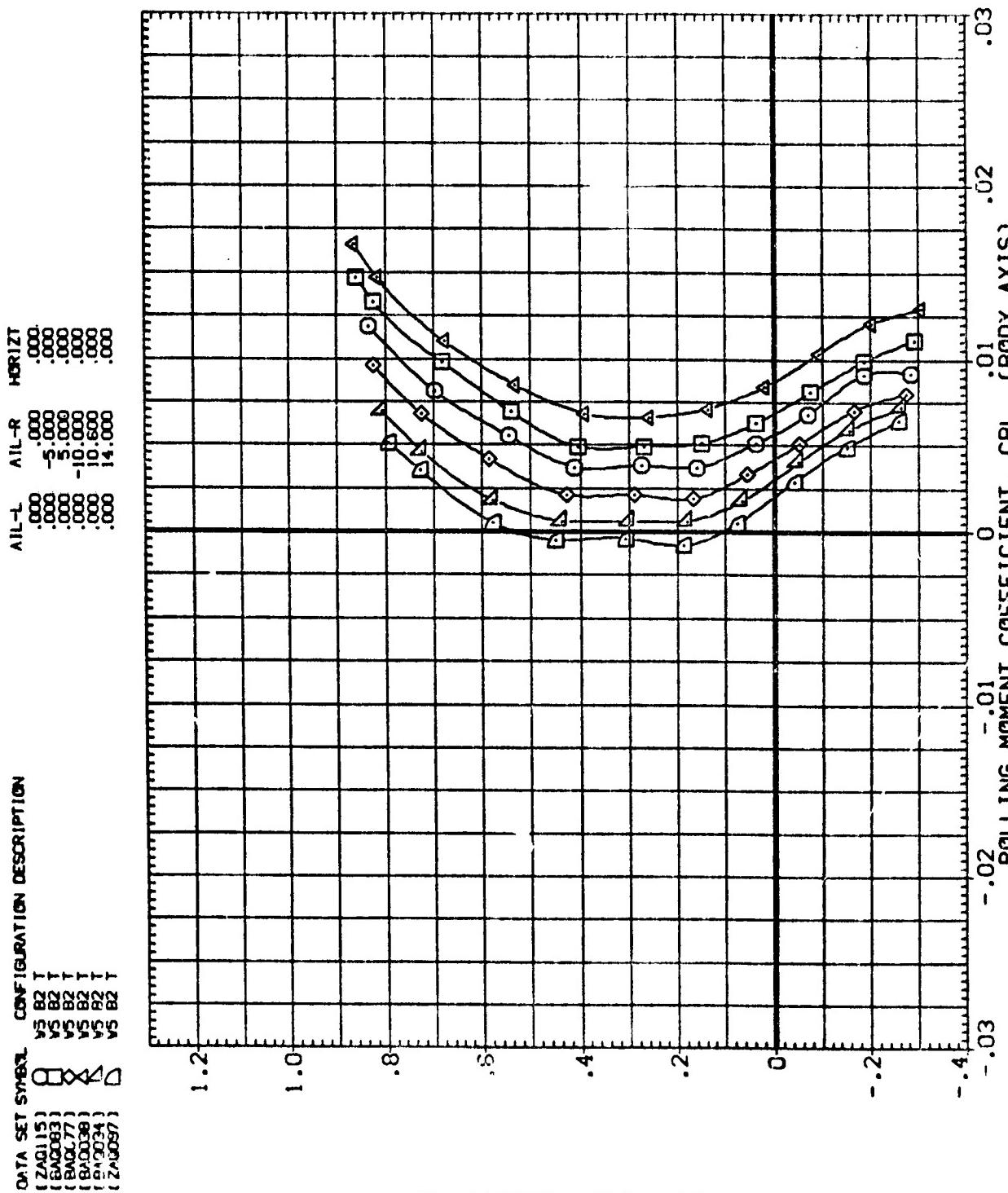
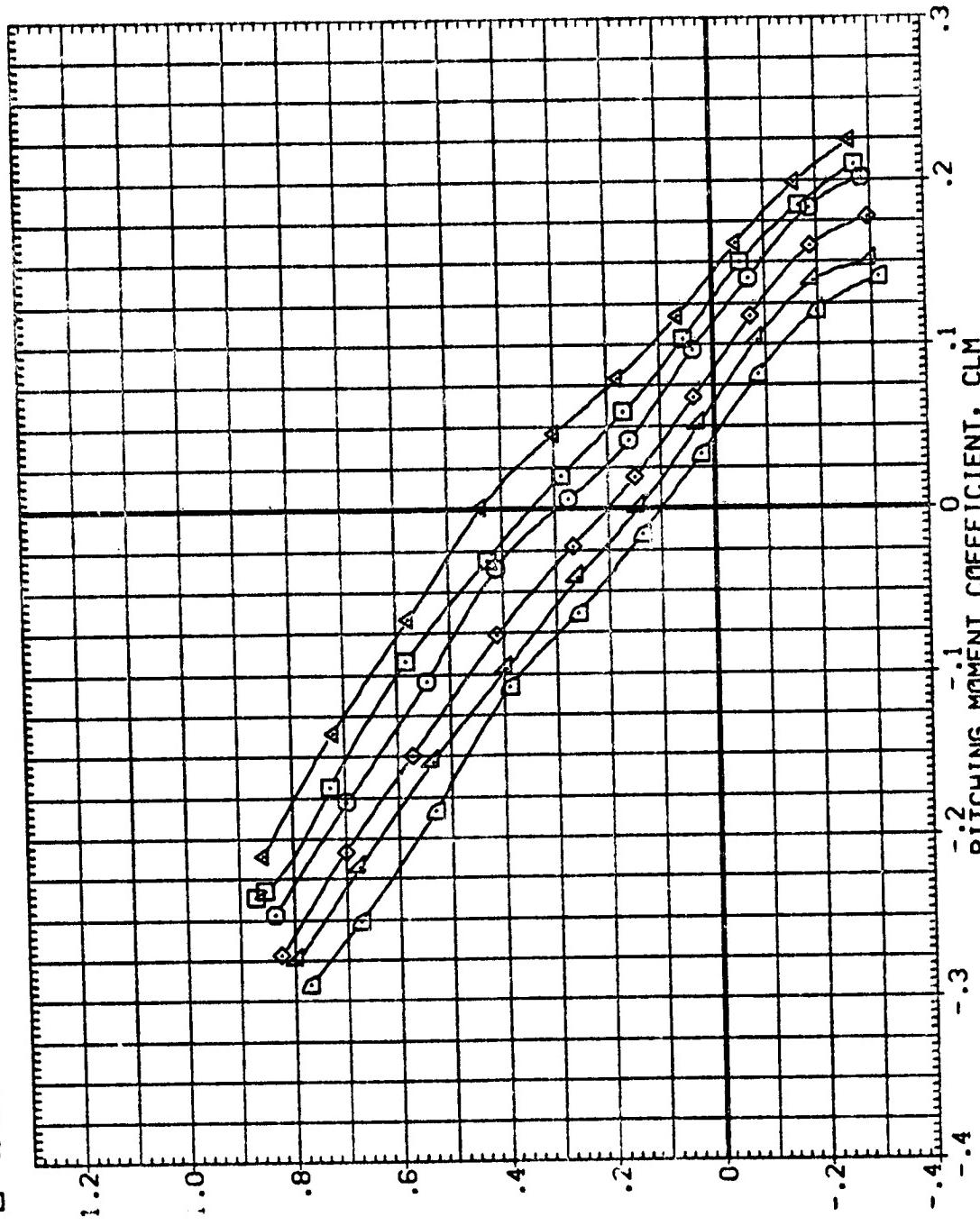


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $C_{MACH} = 1.10$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORZT
(ZAQ115)	.000	.000	.000
(BAQ080)	5.000	.000	.000
(BAQ074)	-5.000	.000	.000
(BAQ046)	-10.100	.000	.000
(BAQ042)	-10.700	.000	.000
(BAQ055)	-14.300	.000	.000



LIFT COEFFICIENT. CL

REVIEWED BY
ORIGINATOR: 7/1/67

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
(E)MACH = 1.10
PAGE 136

DATA SET SYMBOL CONFIGURATION DESCRIPTION

		AIR-L	AIR-R	HORIZ
(ZAG115)	V5 82 1	.000	.000	.000
(BAG083)	V5 82 1	.000	-5.000	.000
(BAG077)	V5 82 1	.000	-10.000	.000
(BAG038)	V5 82 1	.000	-10.600	.000
(HAG034)	V5 82 1	.000	-14.000	.000
(ZAG097)	D			

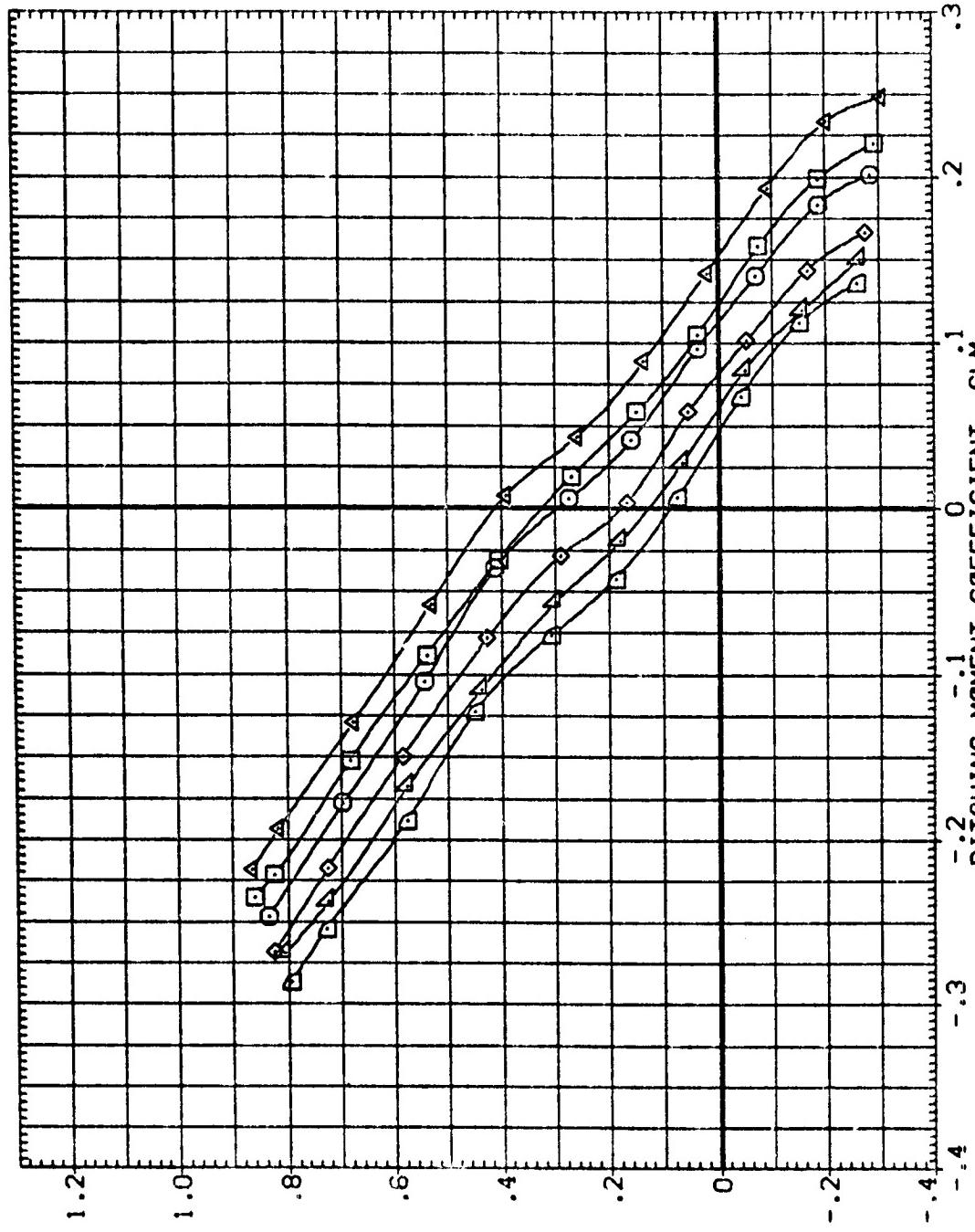


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SLEEV = 60.0 DEG.
 $(E)_MACH = 1.10$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

DATA SET SYMBOL	AIL-L	AIL-R	HORIZ
(ZAO115)	.000	.000	.000
(BAQ080)	5.000	.000	.000
(BAQ074)	-5.000	.000	.000
(BAQ046)	10.100	.000	.000
(BAQ042)	-10.700	.000	.000
(ZAO061)	-14.300	.000	.000

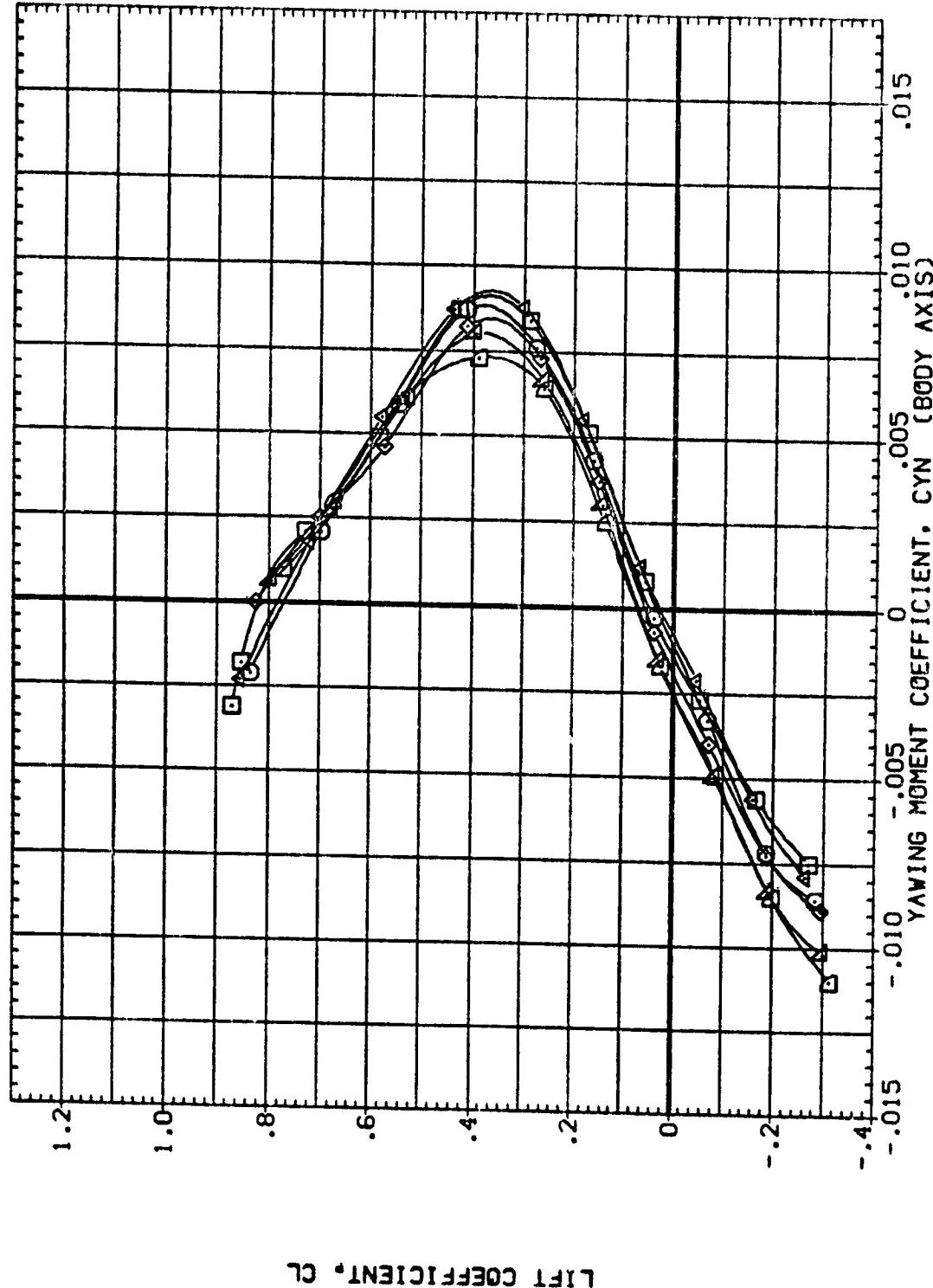


FIG. 4 AERODYNAMIC CHAR. IN PITCH. EFFECT OF AILERON DEFLECT., SWEEP = 60.0 DEG.
(E)MACH = 1.10

PAGE 138

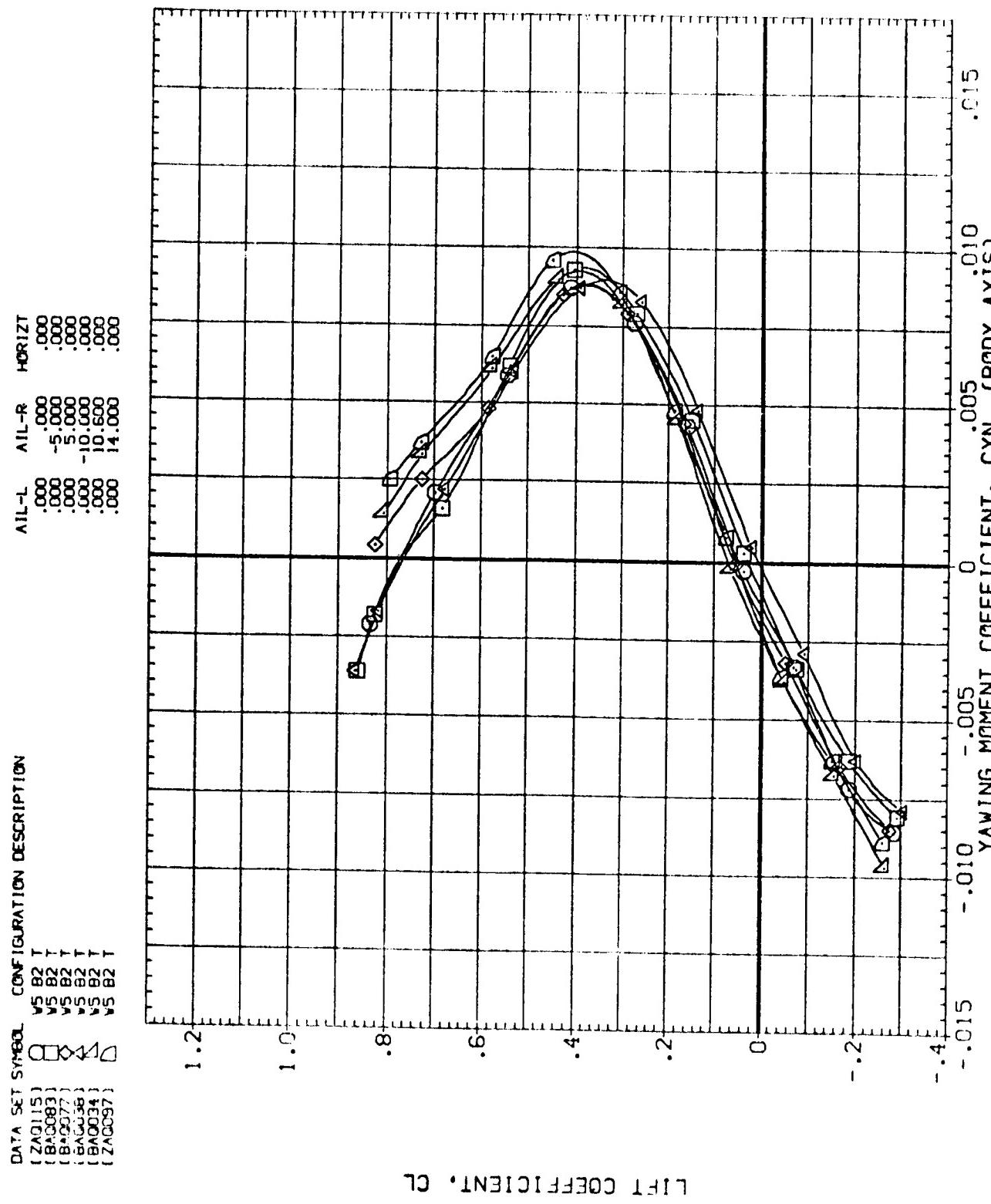
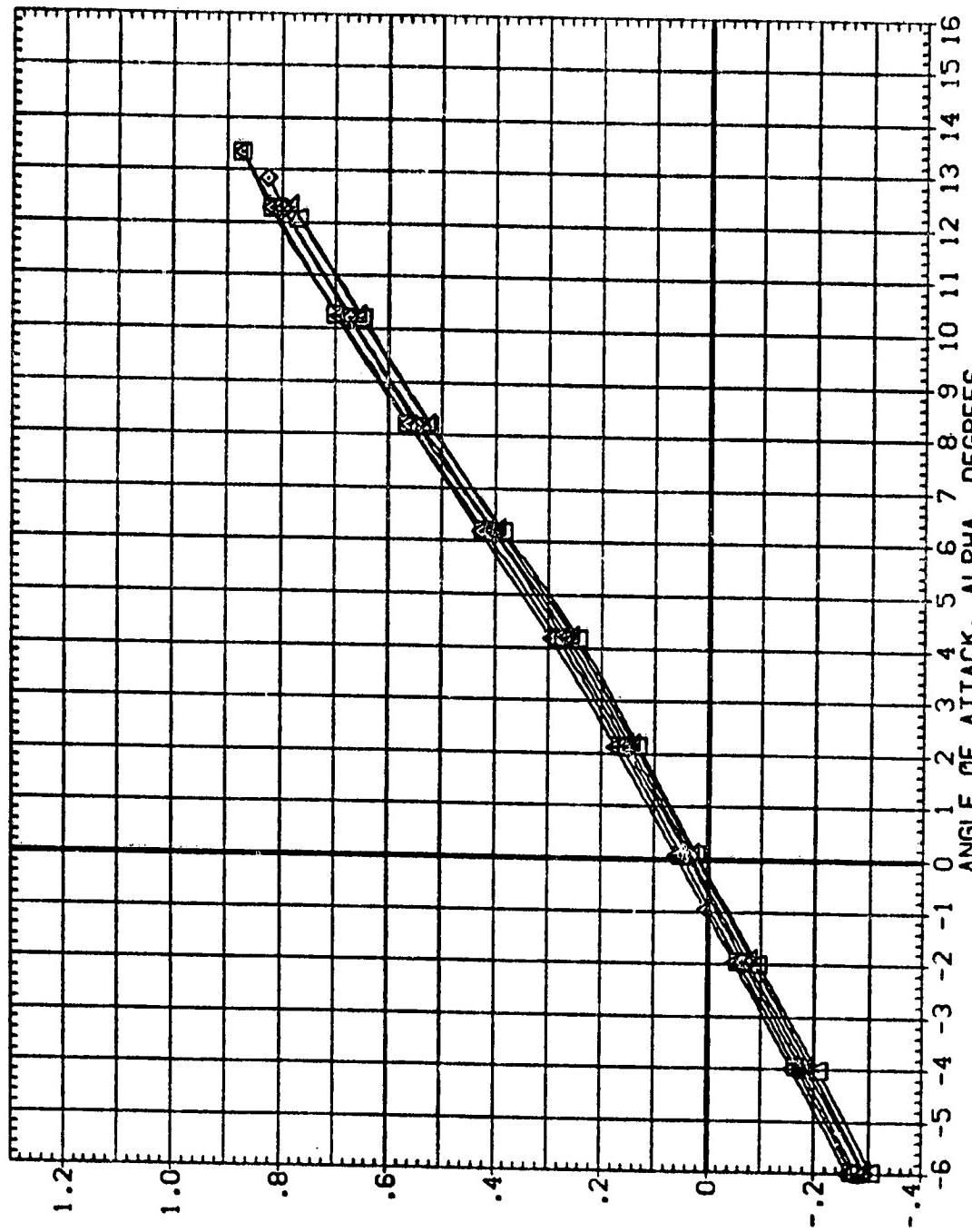


FIG. 4 AERODYNAMIC CHAR. IN PITCH. EFFECT OF AILERON DEFLECT., SWEET =60.0 DEG.
 $(E)_{MACH} = 1.10$

PAGE 139

DATA SET SWEDL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HERZIT
(2A0115)	.000	.000	.000
(2A0080)	.000	.000	.000
(B00074)	.000	.000	.000
(B00046)	.000	.000	.000
(B00042)	.000	.000	.000
(2A0095)	.000	.000	.000

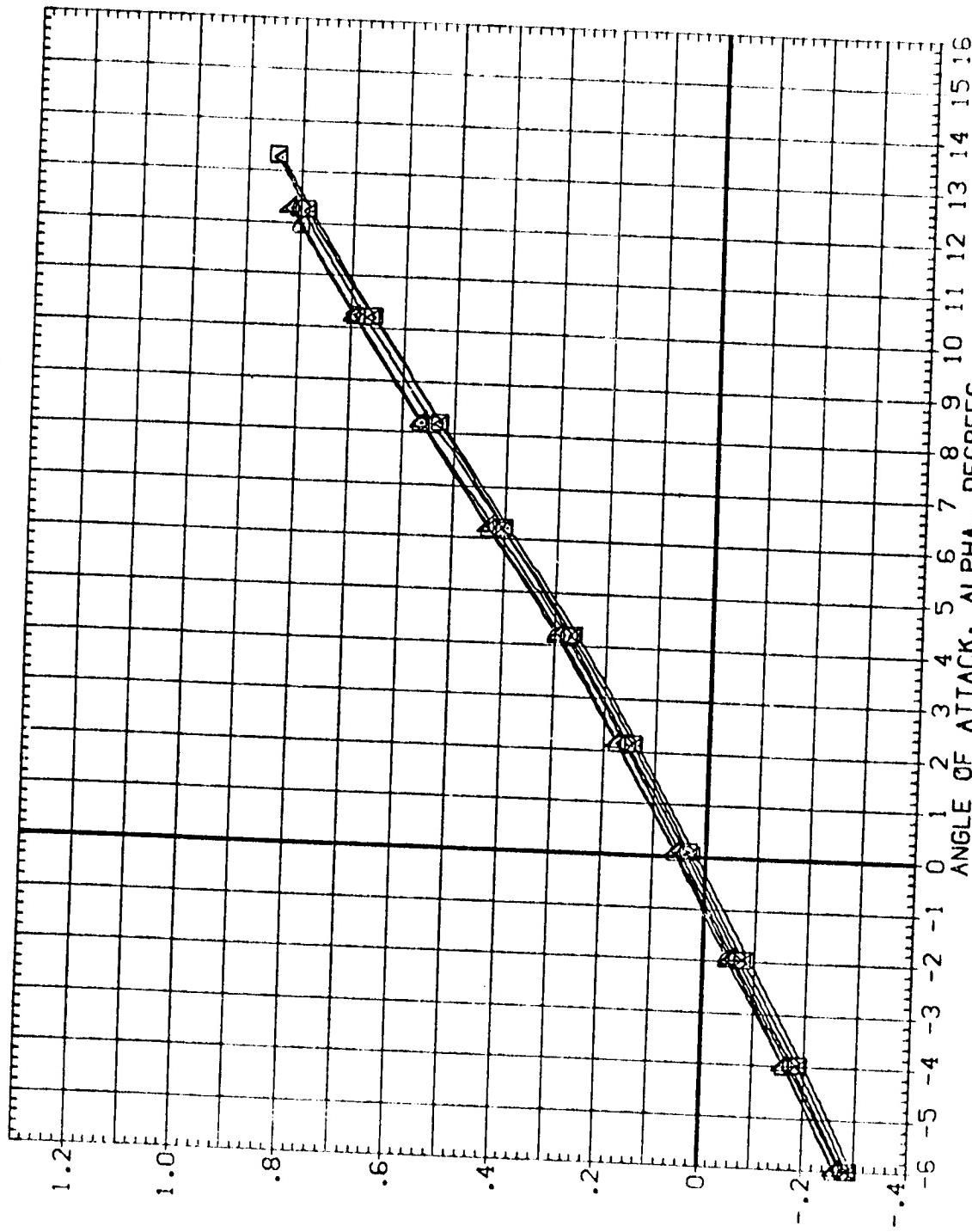


LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SLEEP = 50.0 DEG.
(F)_{MACH} = 1.20

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
[ZAO115]	.VS 82 T		
[BAQ083]	.VS B2 T		
[BAQ077]	.VS B2 T		
[BAQ038]	.VS B2 T		
[BAQ034]	.VS 82 T		
[ZAO097]	.VS 82 T		



LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $(M_{\infty})_{MACH} = 1.20$

REF ID: A325711
ORIGINAL PAPER DRAWING

DATA SET SYMBOL	CONFIGURATION DESCRIPTION	AIL-L	AIL-R	HORZ
(ZAD115)	V5 B2 T	.000	.000	.000
(BA0080)	V5 B2 T	5.000	.000	.000
(BA0074)	V5 B2 T	-5.000	.000	.000
(BA0046)	V5 B2 T	10.100	.000	.000
(BA0042)	V5 B2 T	-10.700	.000	.000
(ZAD095)	V5 B2 T	-14.300	.000	.000

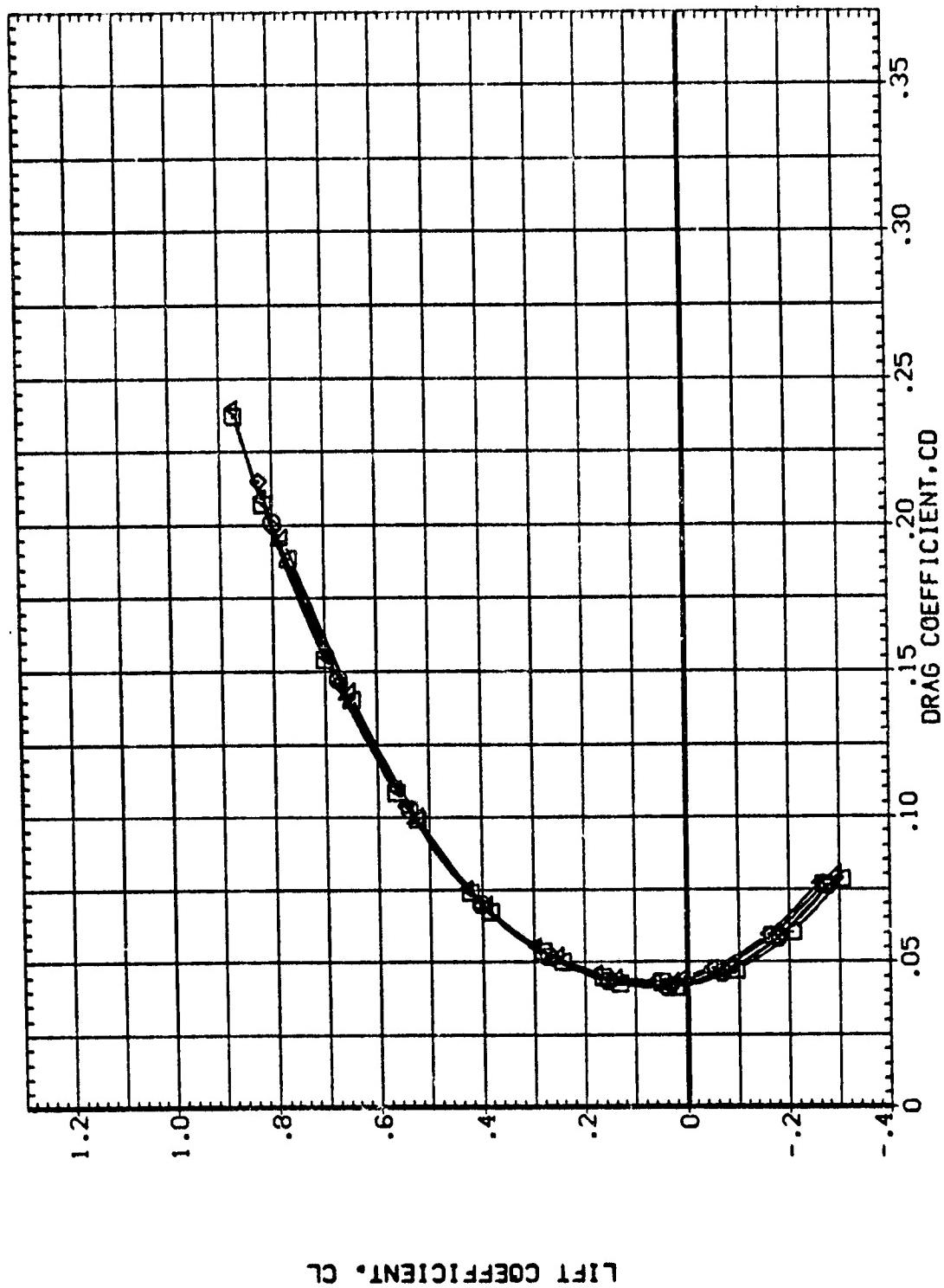
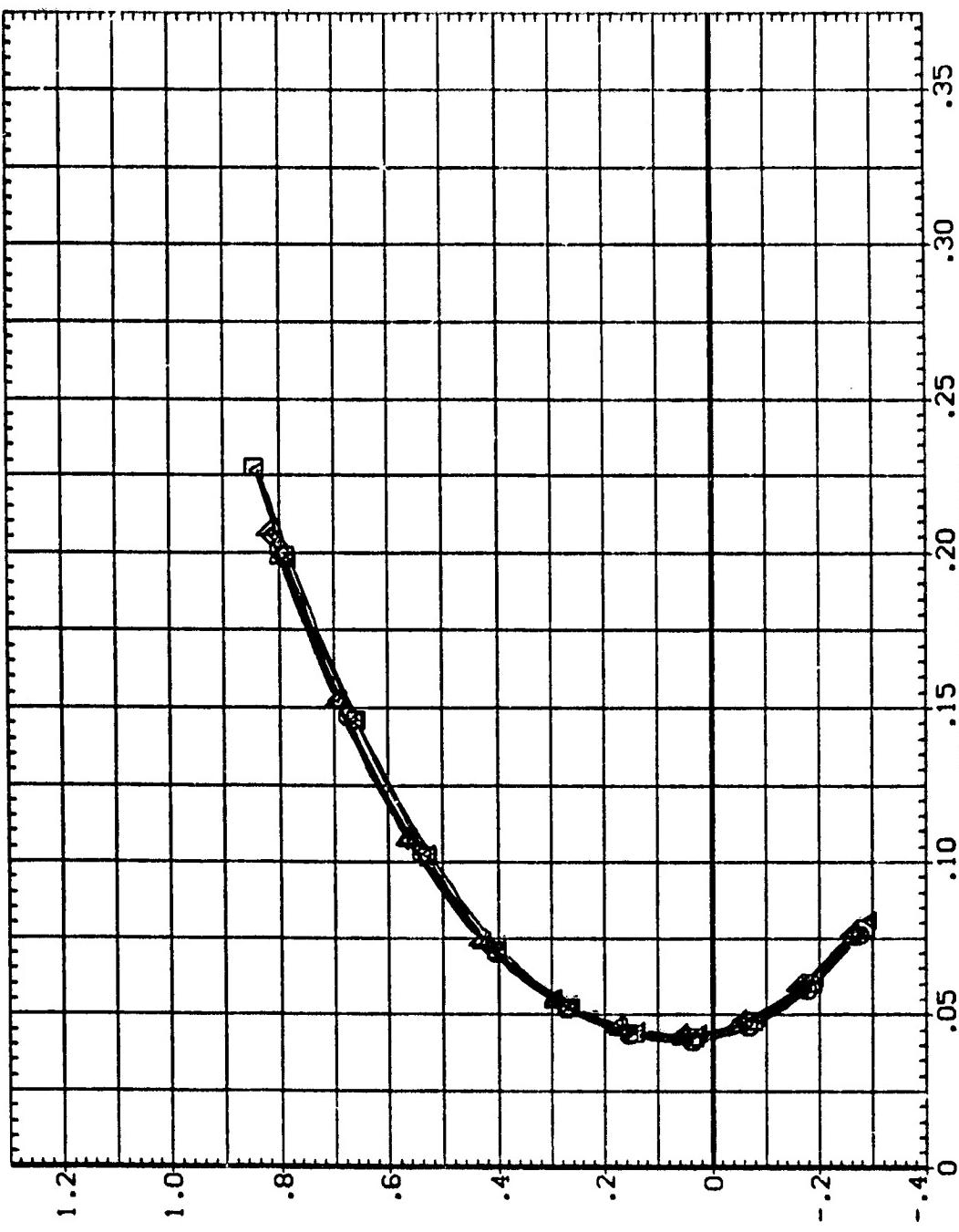


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET =60.0 DEG.
PAGE 142

CATA SET	SYMBOL	CONFIGURATION	DESCRIPTION
(ZAG115)	□	V5	B2 T
(BAG0083)	○	V5	B2 T
(BAG0077)	△	V5	B2 T
(BAG0038)	×	V5	B2 T
(BAG0024)	×	V5	B2 T
(BAG0023)	×	V5	B2 T
(BAG0097)	▲	V5	B2 T



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH. EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $C_{F,MACH} = 1.20$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
(ZAO115)	V5 B2	T	
(BAQ080)	V5 B2	T	
(BAQ074)	V5 B2	T	
(BAQ049)	V5 B2	T	
(BAQ042)	V5 B2	T	
(BAQ095)	V5 B2	T	

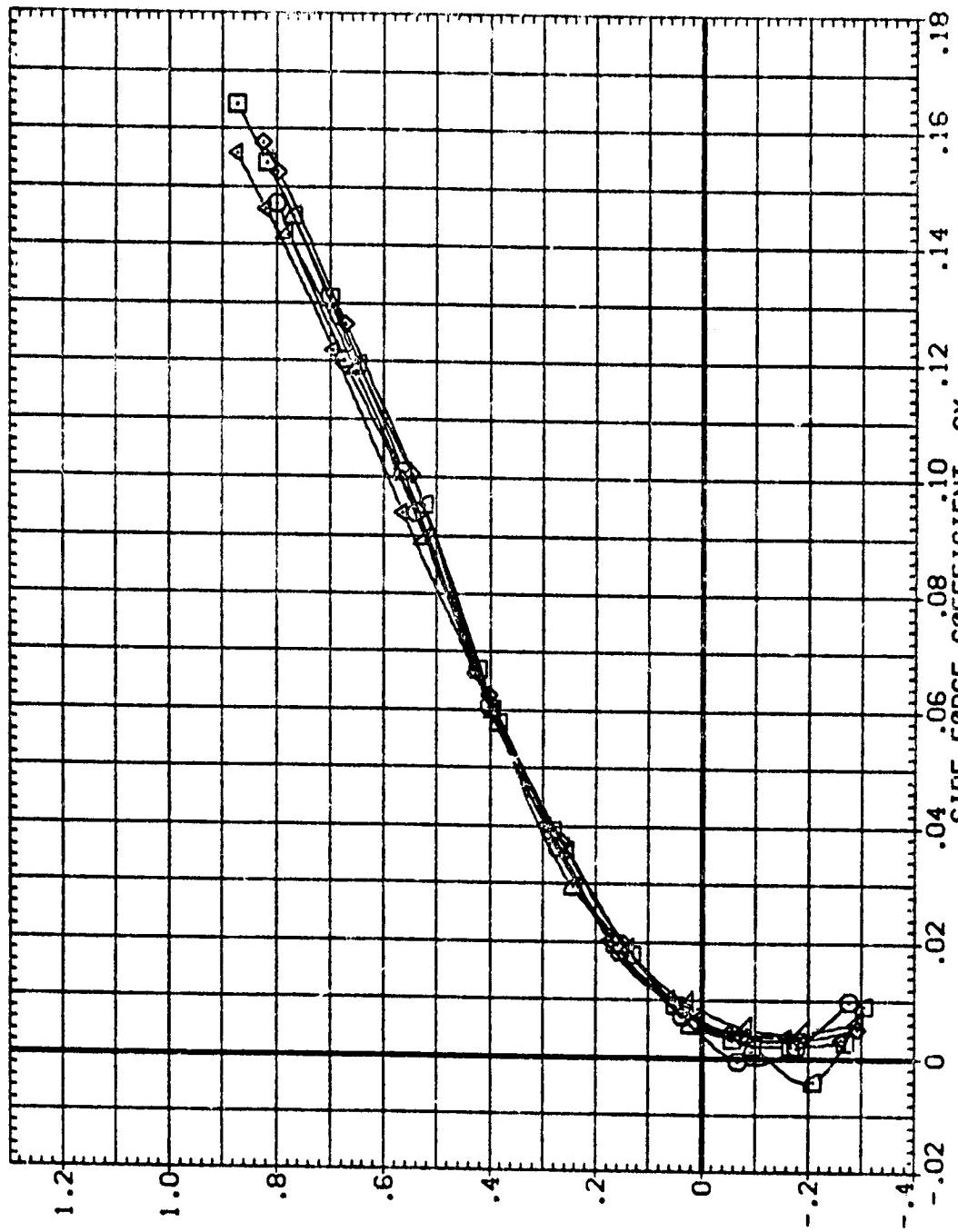
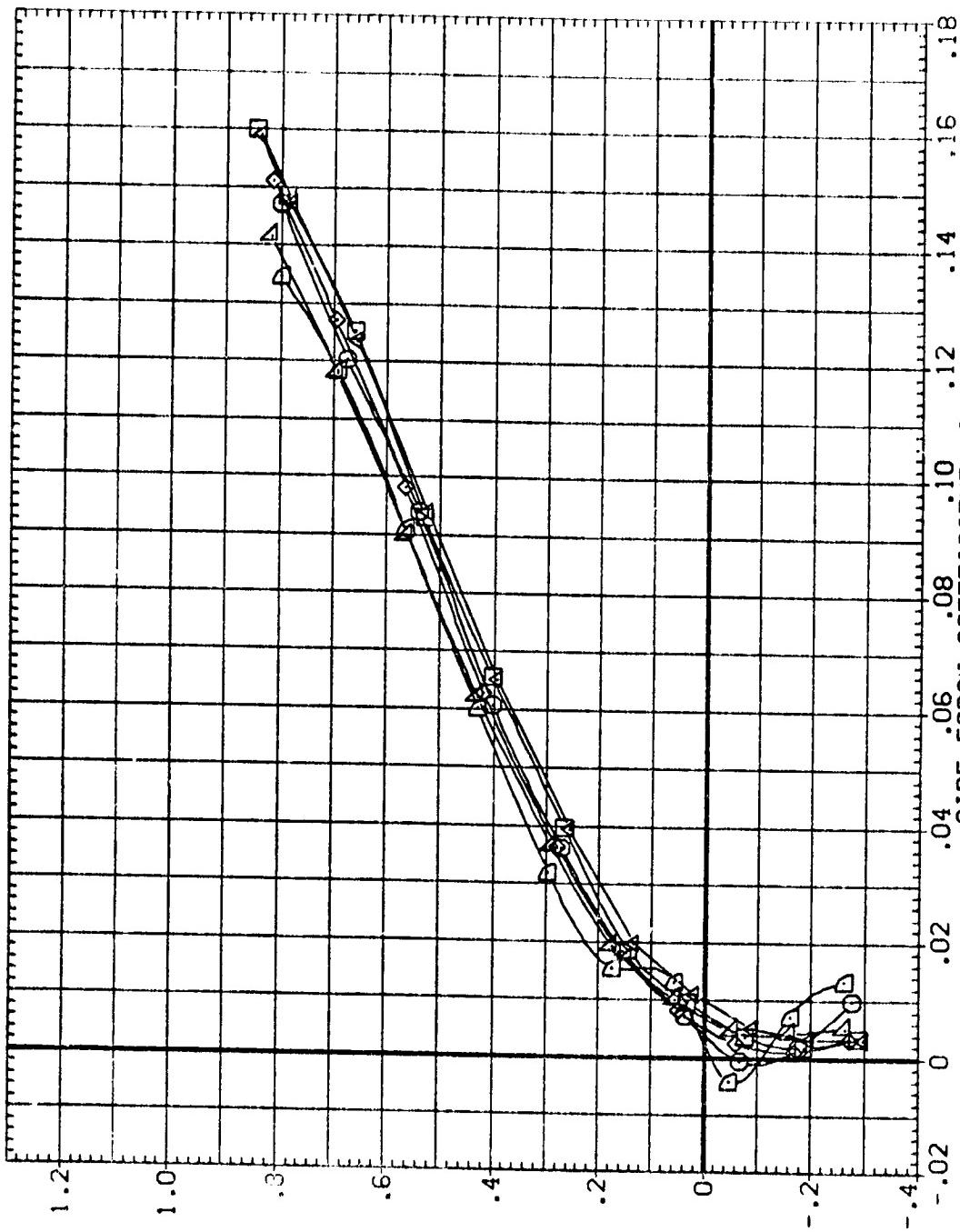


FIG. 4 AERODYNAMIC CHAR. IN PITCH. EFFECT OF AILERON DEFLECT., SLEP = 60.0 DEG.
(F)MACH = 1.20

PAGE 144

DATA SET SYMBOL CONFIGURATION DESCRIPTION

		AIL-L	AIL-R	HORIZT
(ZAG115)	V5 B2 T	.000	.000	.000
(BAG083)	V5 B2 T	.000	-5.000	.000
(BAG077)	V5 B2 T	.000	5.000	.000
(BAG039)	V5 B2 T	.000	-10.000	.000
(BAG034)	V5 B2 T	.000	10.000	.000
(ZAG097)	V5 B2 T	.000	14.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $(F)_MACH = 1.20$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORI-ZT
{ZAB015}	.000	.000	.000
{ZAB021}	.500	.000	.000
{ZAB020}	-5.000	.000	.000
{ZAB074}	10.100	.000	.000
{ZAB046}	-10.700	.000	.000
{ZAB042}	-14.300	.000	.000
{ZAB095}			

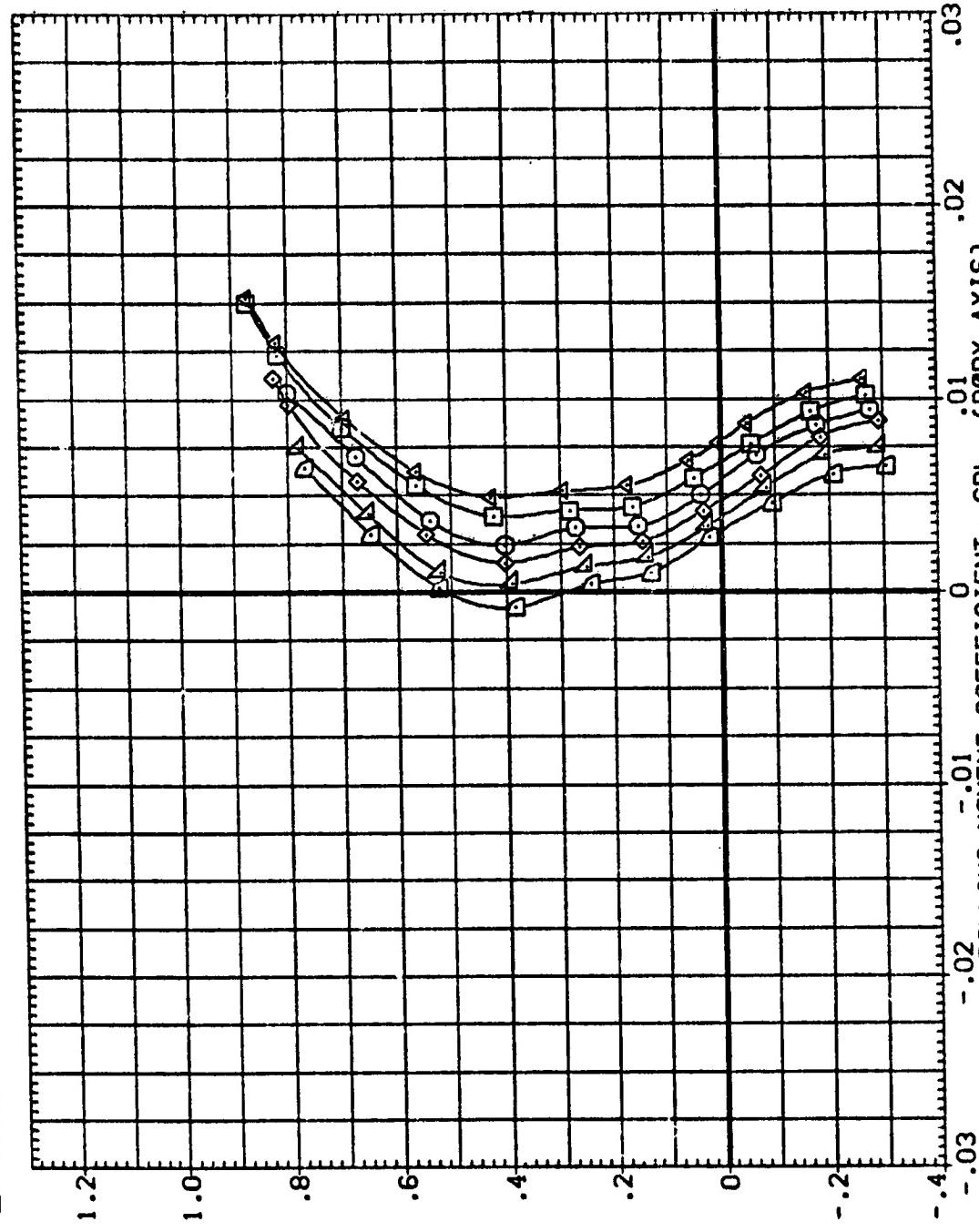


FIG. 4 AERODYNAMIC CHART. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET =60.0 DEG.
 $(F)_{MACH} = 1.20$

PAGE 146

DATA SET SYMBOL CONFIGURATION DESCRIPTION

DATA SET SYMBOL	AIL-L	AIL-R	HORIZT
(BA0115)	.000	.000	.000
(BA0083)	.000	-5.000	.000
(BA0077)	.000	-5.000	.000
(BA0038)	.000	-10.000	.000
(BA0034)	.000	-10.600	.000
(BA0057)	.000	14.000	.000

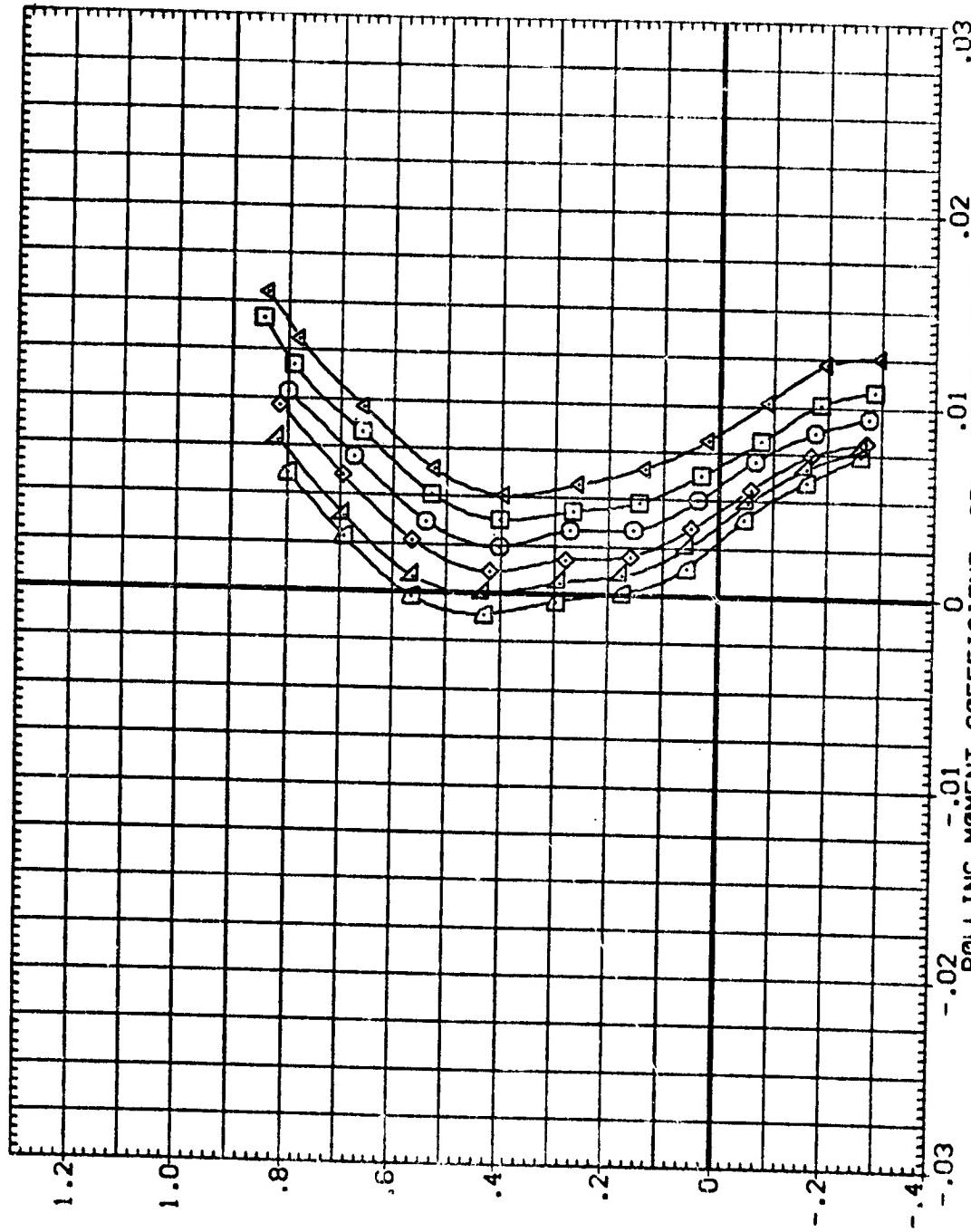
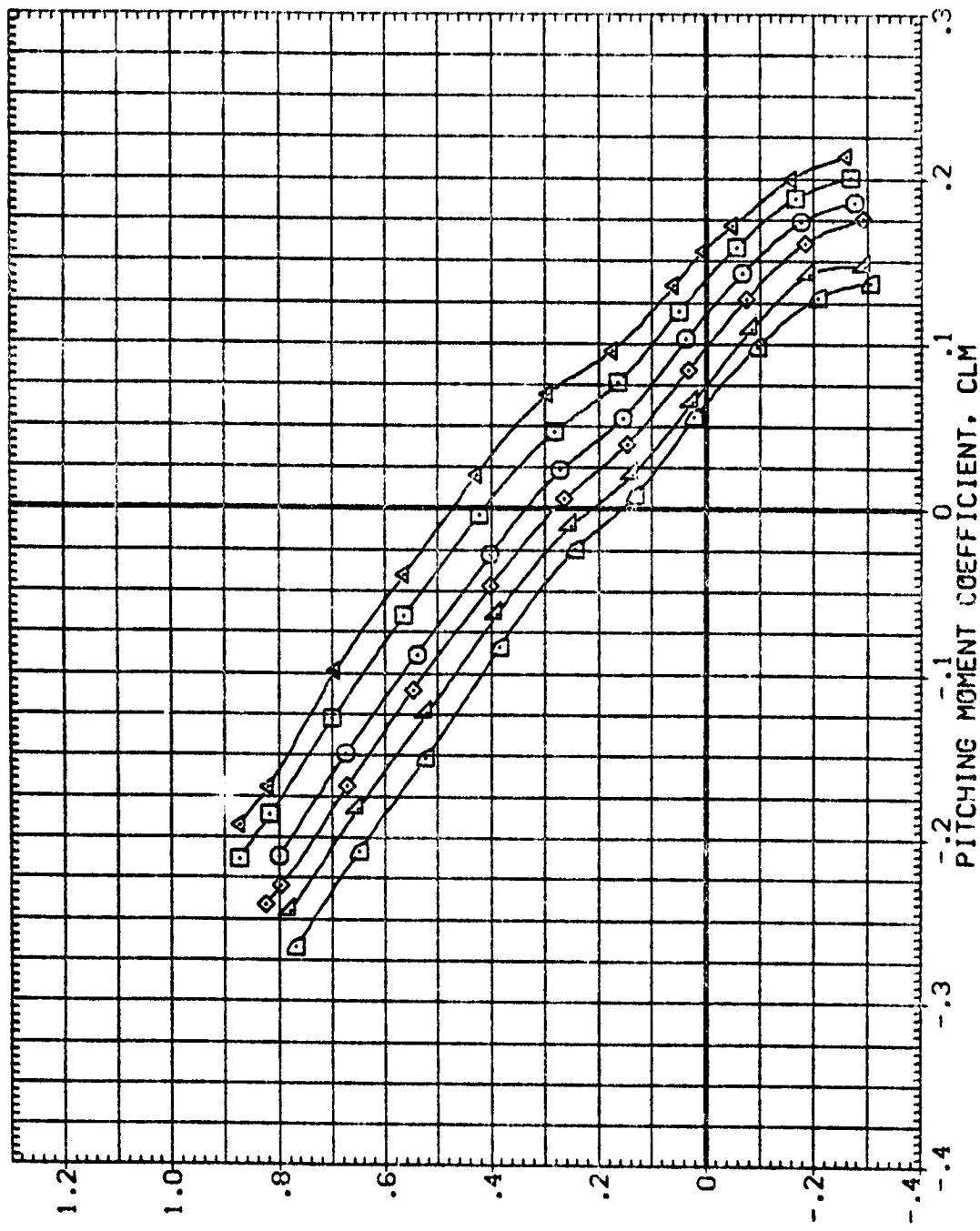
LIFT COEFFICIENT. C_L

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $(F)MACH = 1.20$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
[ZAG015]	.000	.000	.000
[ZAG020]	.000	.000	.000
[ZAG021]	-5.000	.000	.000
[ZAG022]	-10.000	.000	.000
[ZAG023]	-10.700	.000	.000
[ZAG024]	-14.300	.000	.000

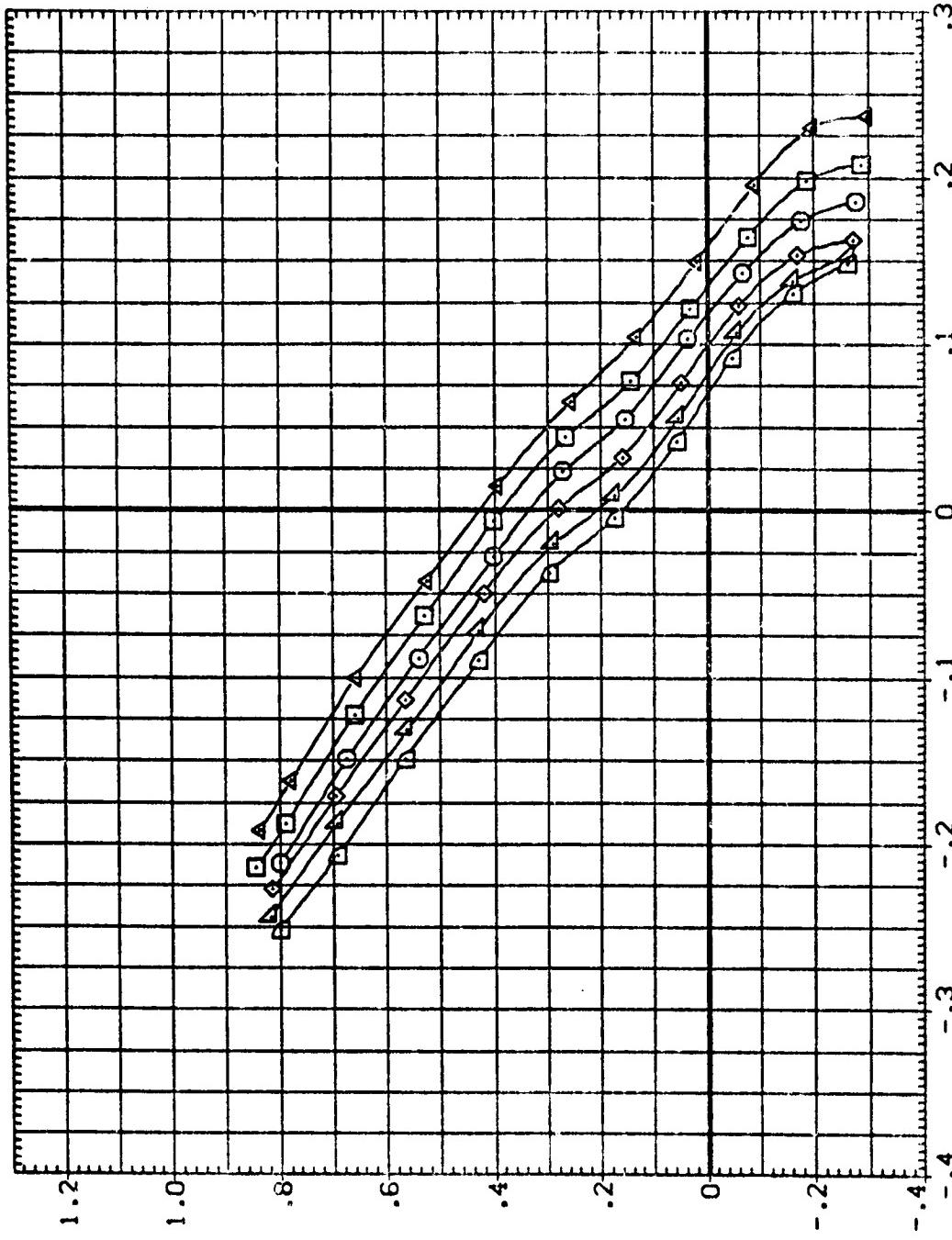


LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 60.0 DEG.
 $(F)_{MACH} = 1.20$

DATA SET: SWEEPL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
(ZAO115)	.000	.000	.000
(BA0083)	.000	-5.000	.000
(BA0077)	.000	5.000	.000
(BA0038)	.000	-10.000	.000
(BA0034)	.000	-10.600	.000
(ZAO097)	.000	14.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $(F)_MACH = 1.20$

REPRODUCED
FROM ORIGINAL

DATA SET SYMBOL	CONFIGURATION DESCRIPTION	AIL-L	AIL-R	HORIZT
(ZAD115)	VS B2 T	.000	.000	.000
(BAG001)	VS B2 T	5.000	.000	.000
(BAG002)	VS B2 T	-5.000	.000	.000
(BAG074)	VS B2 T	10.000	.000	.000
(BAG046)	VS B2 T	-10.000	.000	.000
(BAG042)	VS B2 T	-10.700	.000	.000
(ZAG065)	VS B2 T	-14.300	.000	.000

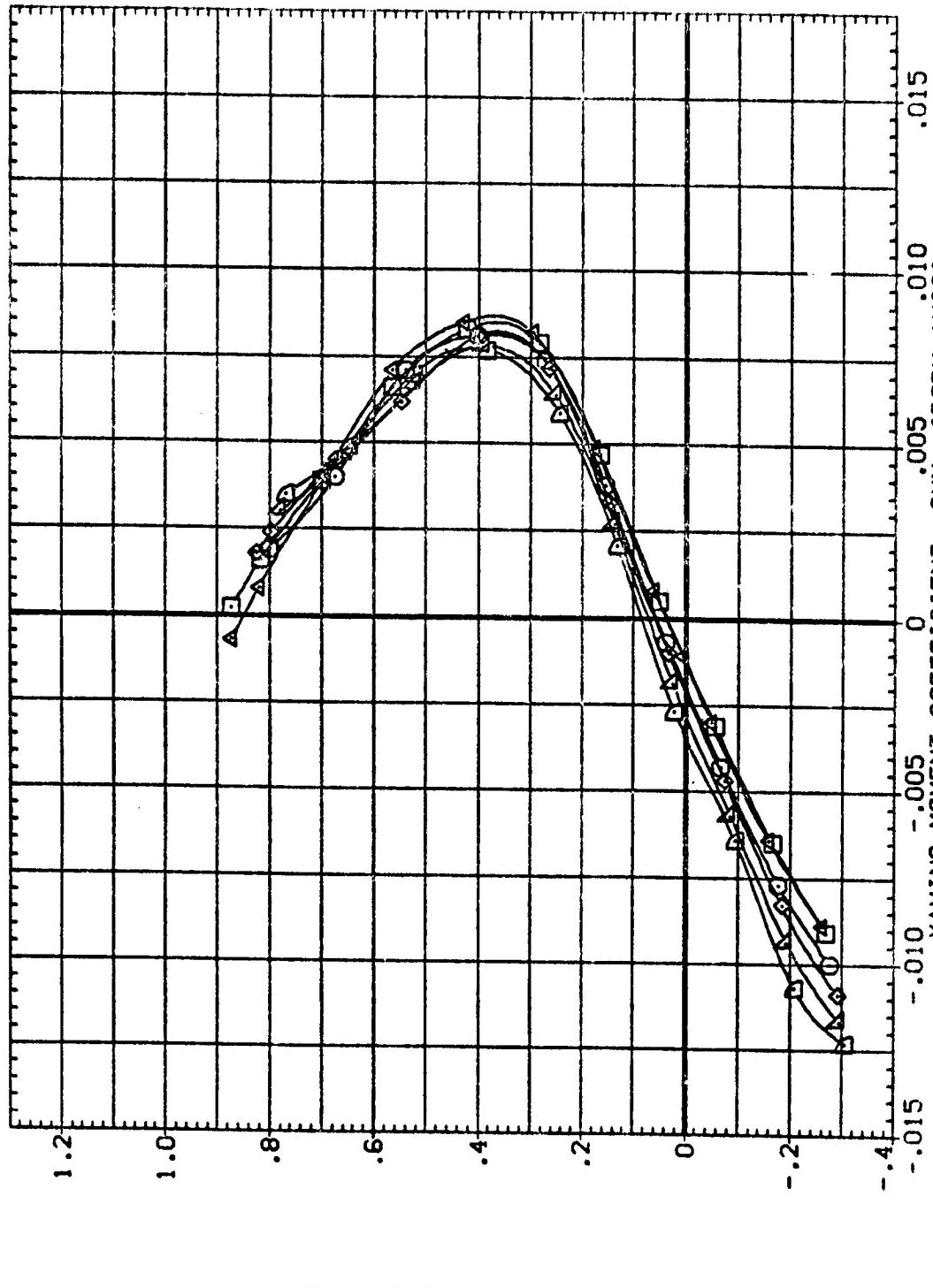
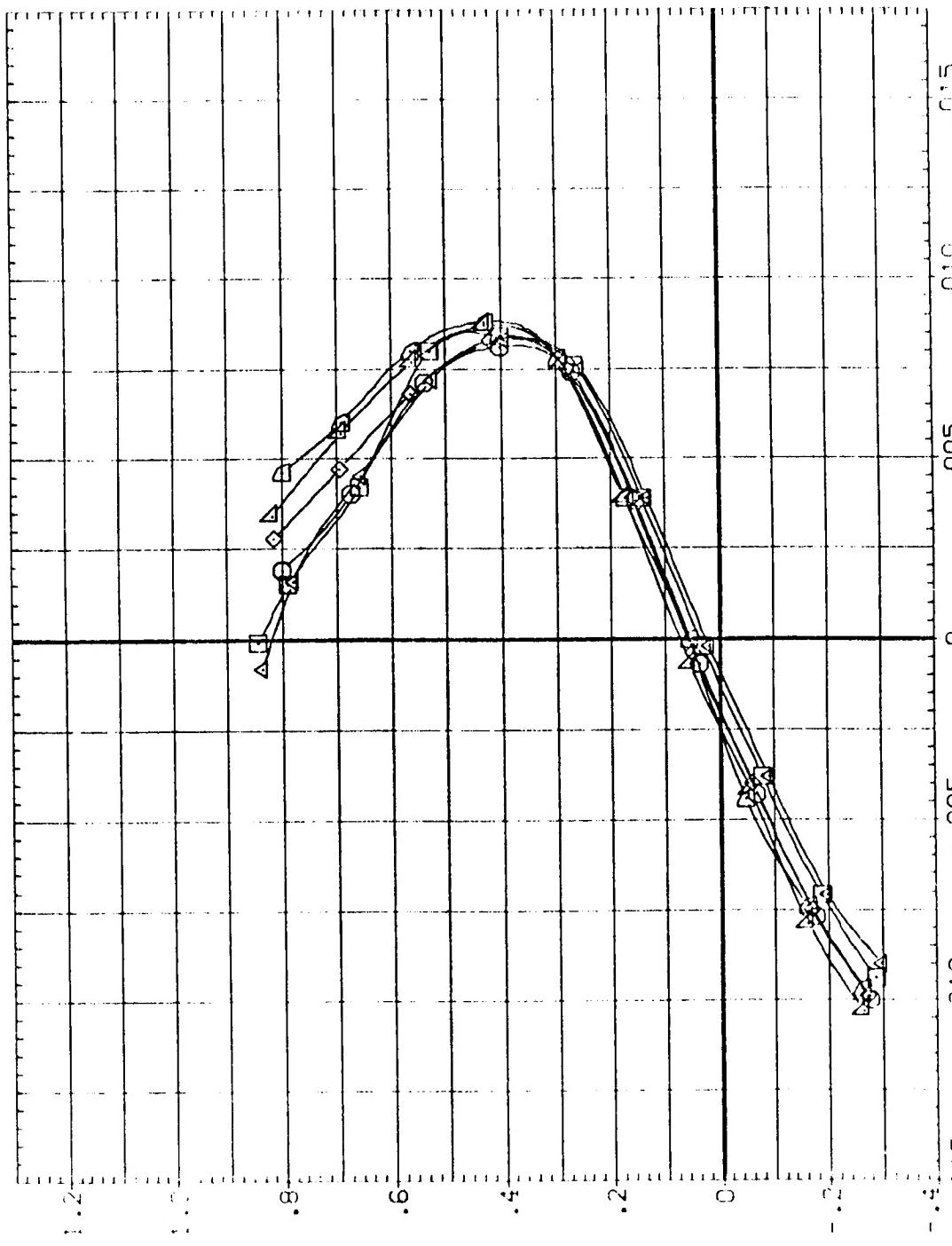


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SLEEP = 60.0 DEG,
(FMACH = 1.20 PAGE 15C

DATA SET SOURCE: C1 K2412
 12AC034 15821 15821 15821 15821 15821
 15821 15821 15821 15821 15821 15821
 15821 15821 15821 15821 15821 15821
 15821 15821 15821 15821 15821 15821

	AIL-L	AIL-R	HORZIT
15821	.000	.000	.000
15821	.000	-.5.000	.000
15821	.000	5.000	.000
15821	.000	-10.000	.000
15821	.000	10.600	.000
15821	.000	14.000	.000

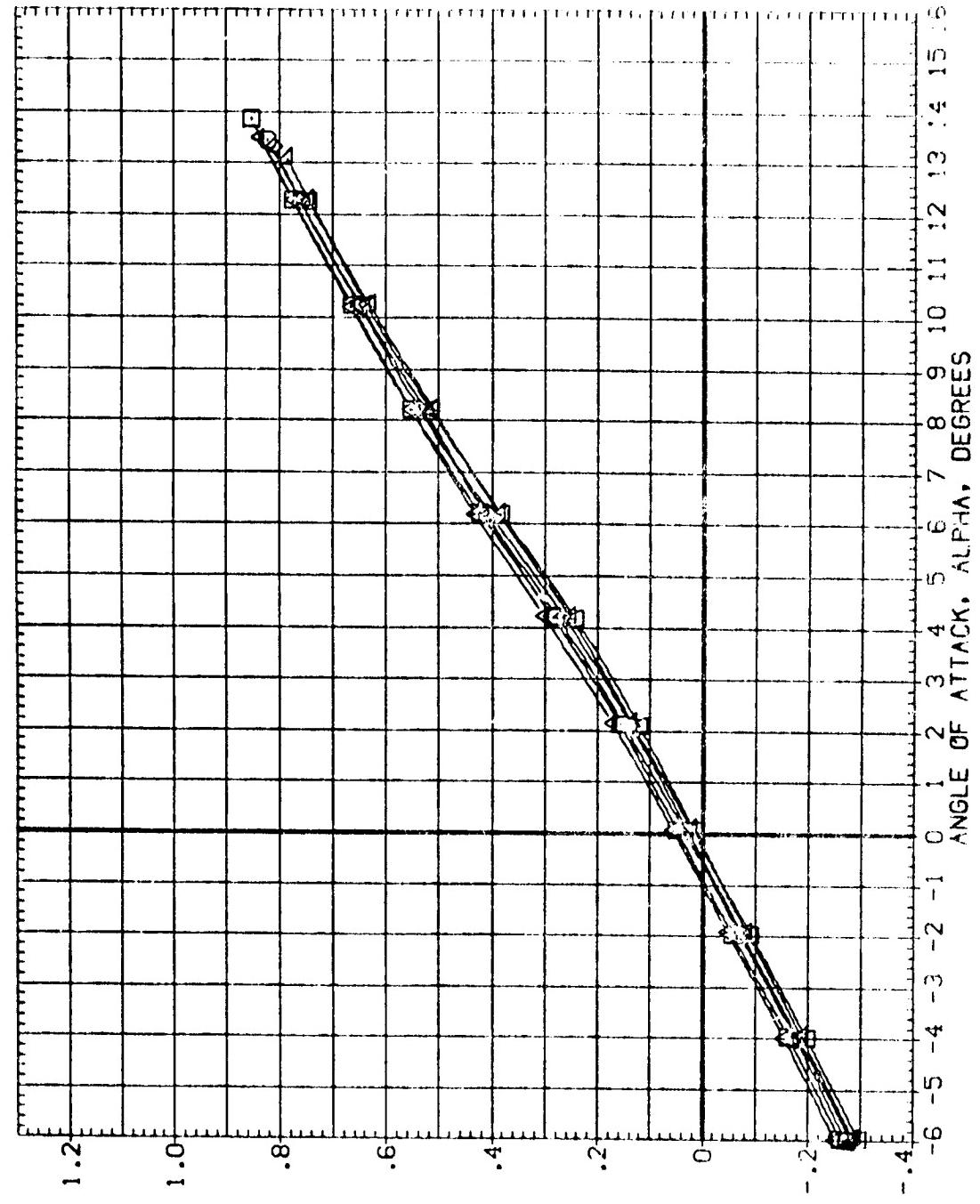


LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 60.0 DEG.
 (COS MACH = .20)
 - C1 - C15 - C15 - C15 - C15 - C15
 YAWING MOMENT COEFFICIENT, CYN (BODY AXIS)
 0 .005 .010 .015 .020

DATA SET SYMBOL CONFIGURATION DESCRIPTION

[ZAD]15	VS 82 T
[BAQ]015	VS 82 T
[BAQ]020	VS 82 T
[BAQ]074	VS 82 T
[BAQ]046	VS 82 T
[BAQ]042	VS 82 T
[BAQ]095	VS 82 T



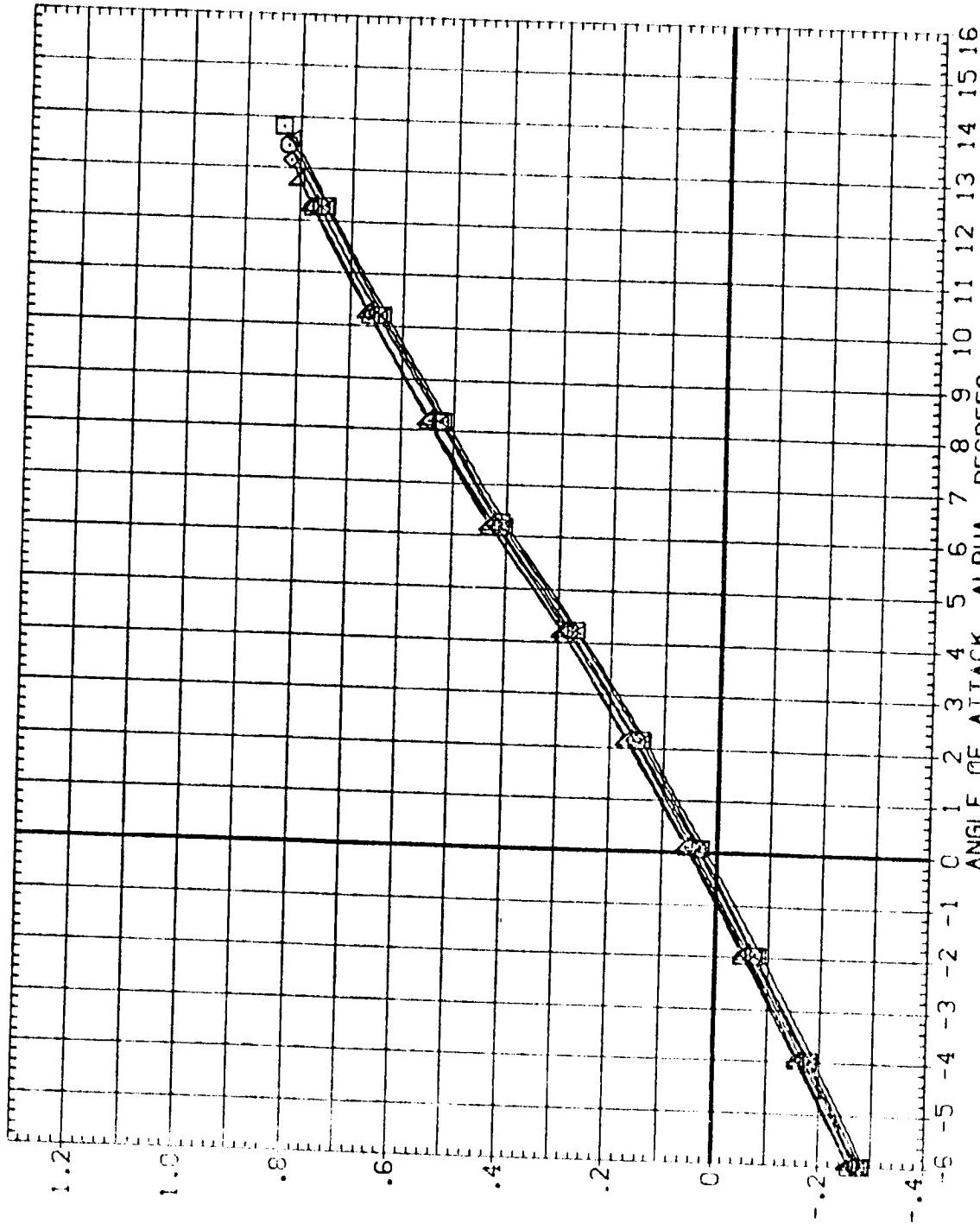
LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH. EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $(G)_MACH = 1.30$

PAGE 152

DATA SET SUMMARY

	CONFIGURATION DESCRIPTION
{ZAC115]	V5 B2 T
{BA0583]	V5 B2 T
{BAC2077]	V5 B2 T
{BAC038}	V5 B2 T
{BA0584}	V5 B2 T
{ZAC057]	V5 B2 T



LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 60.0 DEG.
C_{YAWCL} = .30

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
ZAD15	V5 B2 T		
(ZAD060)	V5 B2 T		
(BAG074)	V5 B2 T		
(BAG046)	V5 B2 T		
(BAG042)	V5 B2 T		
(ZAD056)	V5 B2 T		

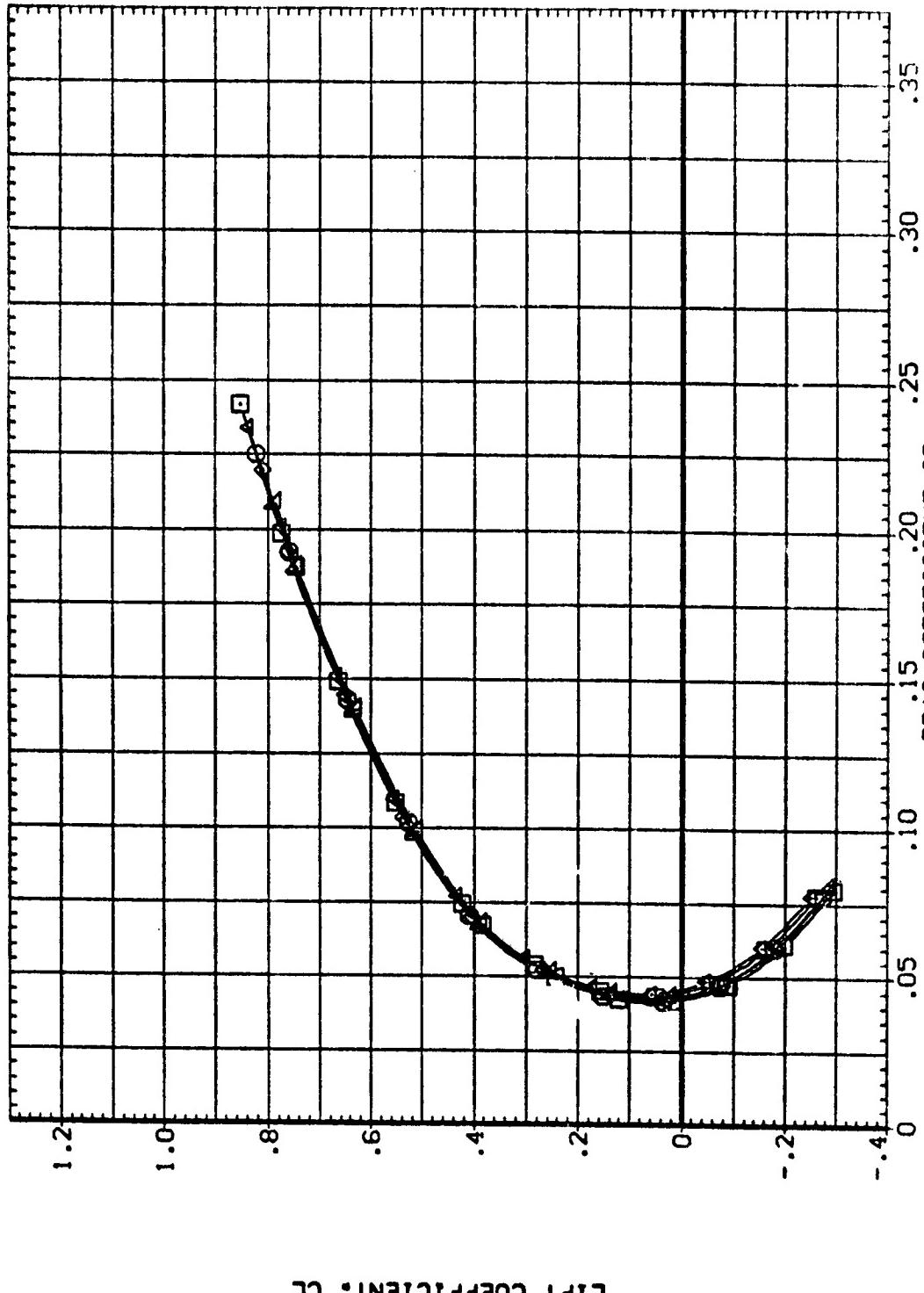
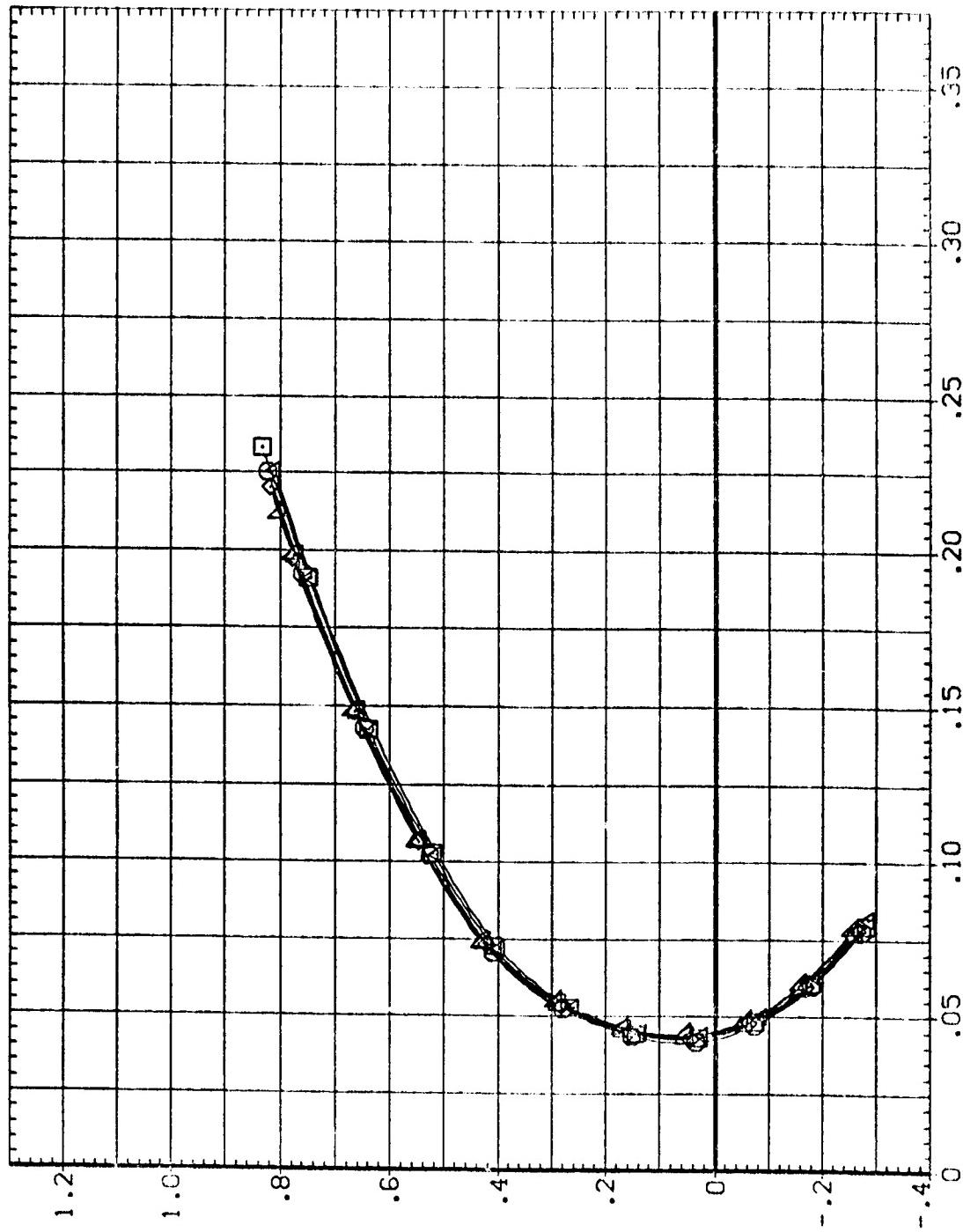


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SKEEP = 60.0 DEG.
(GMACH = 1.30)

PAGE 154

DATA SET SPEED CONFIGURATION DESCRIPTION

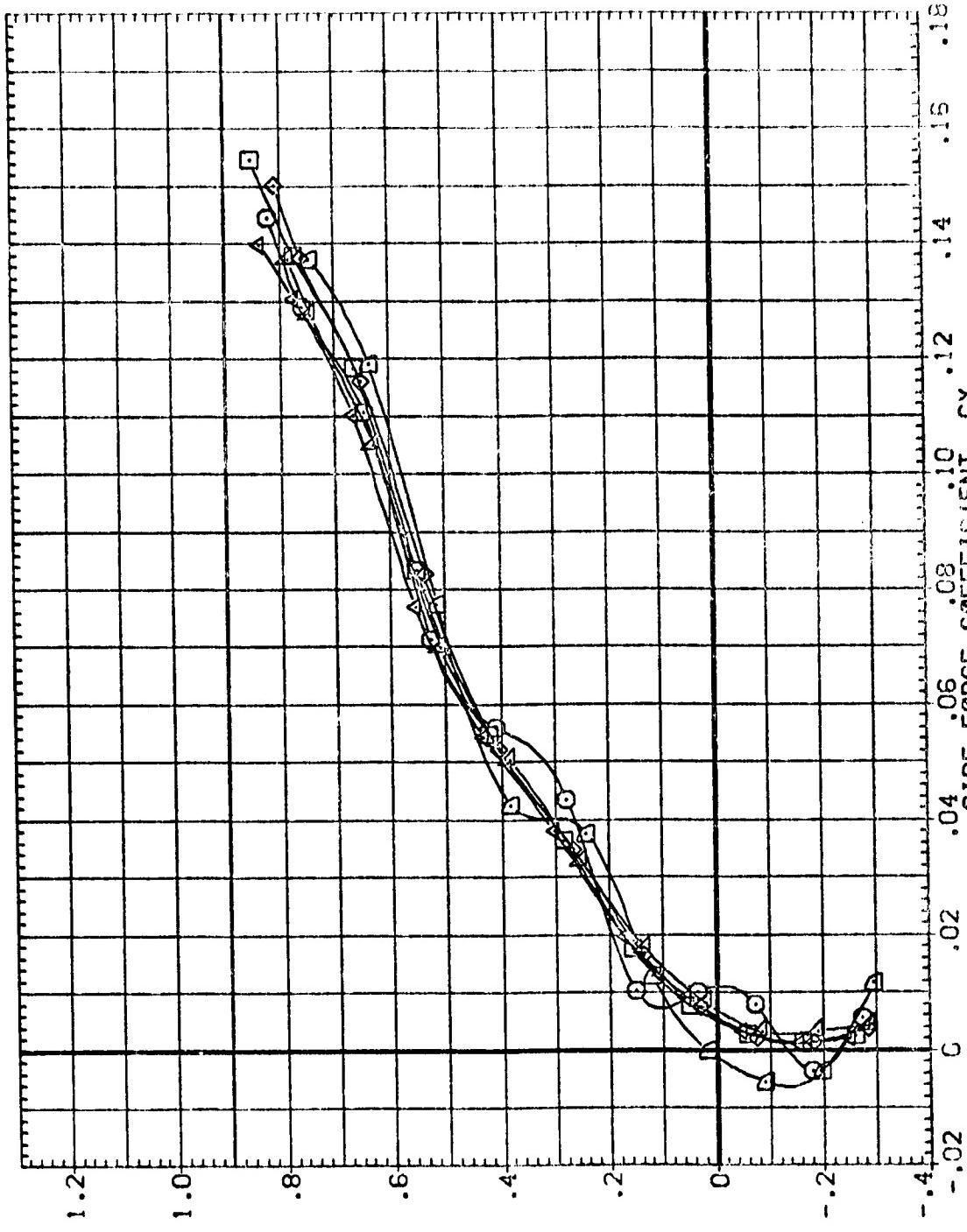
[ZAG]15	V5 B2 T
BAG083	V5 B2 T
[BAG]77	V5 B2 T
BAG036	V5 B2 T
BAG034	V5 B2 T
[ZAG]97	V5 B2 T



LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 60.0 DEG.
 $(C)_MACH = 1.30$

DATA SET SYMBOL	CONFIGURATION DESCRIPTION	AIL-L	AIL-R	HORIZ.
(ZAG115)	VS B2 T	.000	.000	.000
(BAG080)	VS B2 T	5.000	.000	.000
(BAG074)	VS B2 T	-5.000	.000	.000
(BAG046)	VS B2 T	10.100	.000	.000
(BAG042)	VS B2 T	-10.700	.000	.250
(ZAG095)	VS B2 T	-14.300	.000	.000



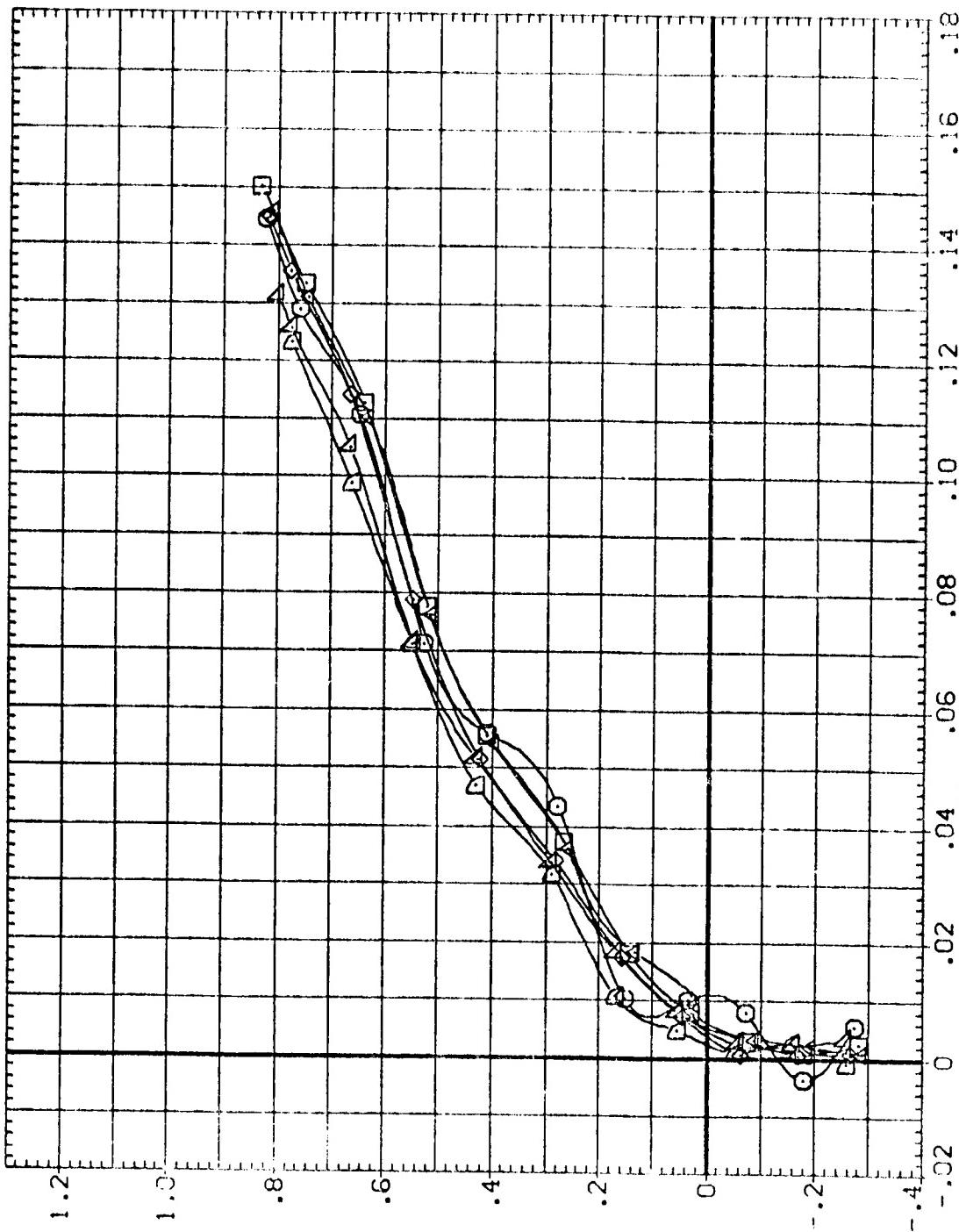
LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHART IN PITCH, EFFECT OF AILERON DEFLECT., SLEP = 60.0 SEC.
 $(S)MACH = 1.30$
 PAGE 156

DATA SET SYMBOL CONFIGURATION DESCRIPTION

{ZAB015}	V5 B2
{ZAB083}	V5 B2
{ZAB077}	V5 B2
{ZAB038}	V5 B2
{ZAB034}	V5 B2
{ZAB057}	V5 B2

	AIL-L	AIL-R	HORIZT
{ZAB015}	.000	.000	.000
{ZAB083}	.000	-5.000	.000
{ZAB077}	.000	5.000	.000
{ZAB038}	.000	-10.000	.000
{ZAB034}	.000	10.600	.000
{ZAB057}	.000	14.000	.000

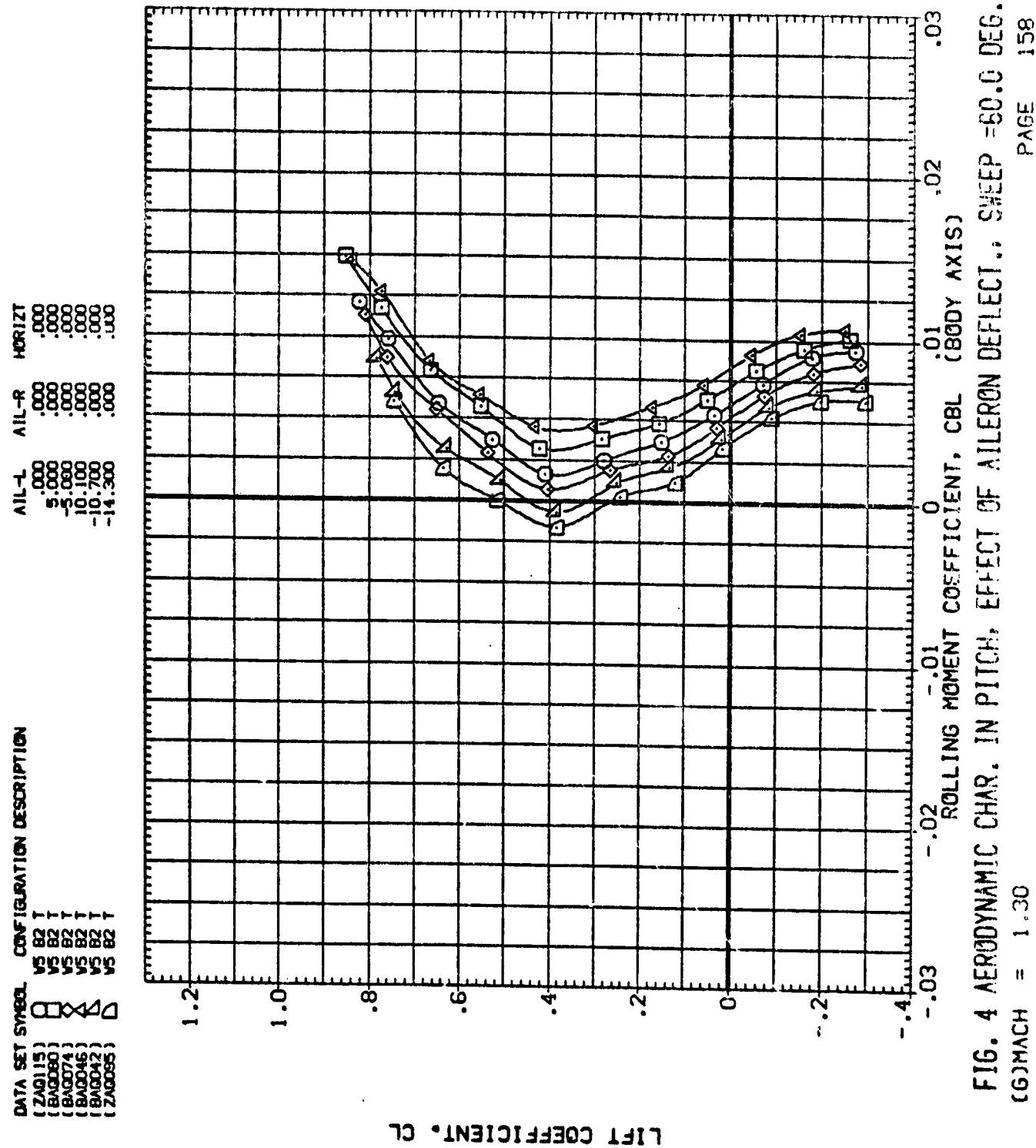


LIFT COEFFICIENT, CL

SIDE FORCE COEFFICIENT, CY .06 .08 .10 .12 .14 .16 .18
- .32 0 .02 .04 .06 .08 .10 .12 .14 .16 .18

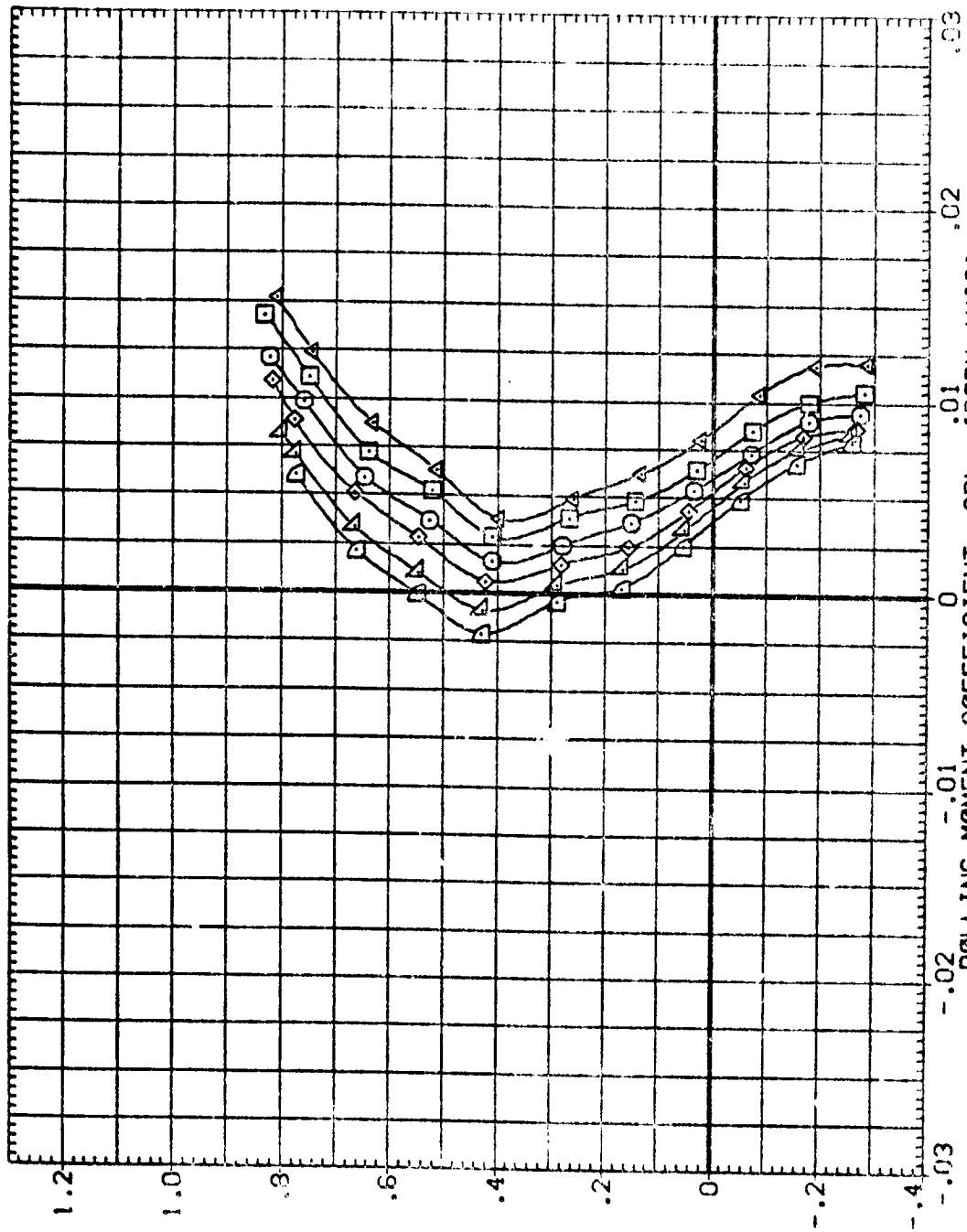
FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET =60.0 DEG.

COEF CH = 1.30



DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ
(ZAG115)	.000	.000	.000
(BAG063)	.000	-5.000	.000
(BAG077)	.000	5.000	.000
(BAG038)	.000	-10.000	.000
(BAG034)	.000	10.000	.000
(ZAG087)	.000	14.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SLEEP = 60.0 DEG.
MACH = 1.30

PAGE 159

DATA SET	SWEET	CONFIGURATION DESCRIPTION
(BA0115)	V5	82 T
(BA0080)	V5	82 T
(BA0074)	V5	82 T
(BA0046)	V5	82 T
(BA0042)	V5	82 T
(Z0095)	V5	82 T

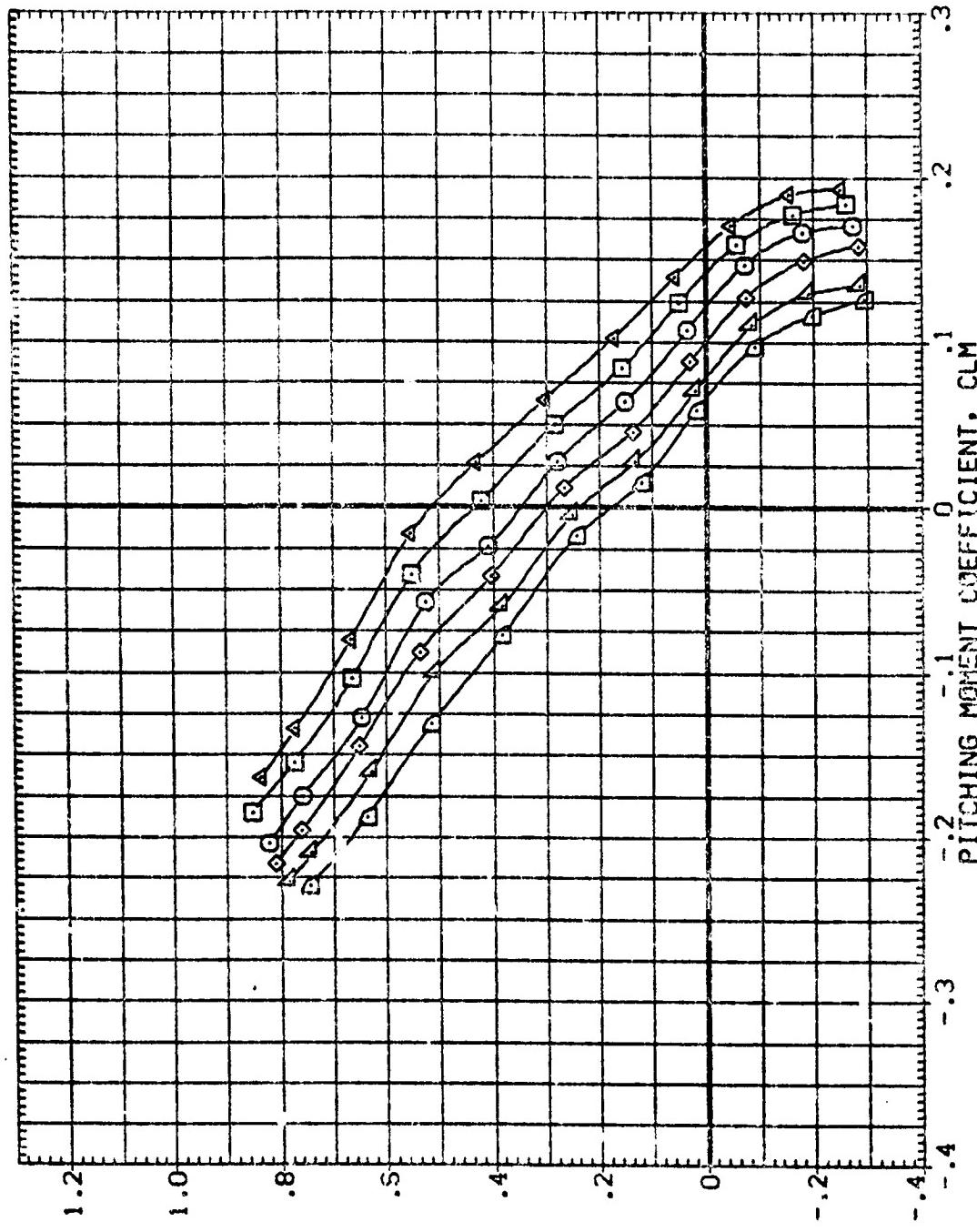


FIG. 4 AERODYNAMIC CHART IN PITCH, EFFECT OF AILERON DEFLECT., SWEET =60.0 DEG.
 $C_{MACH} = 1.30$

PAGE 190

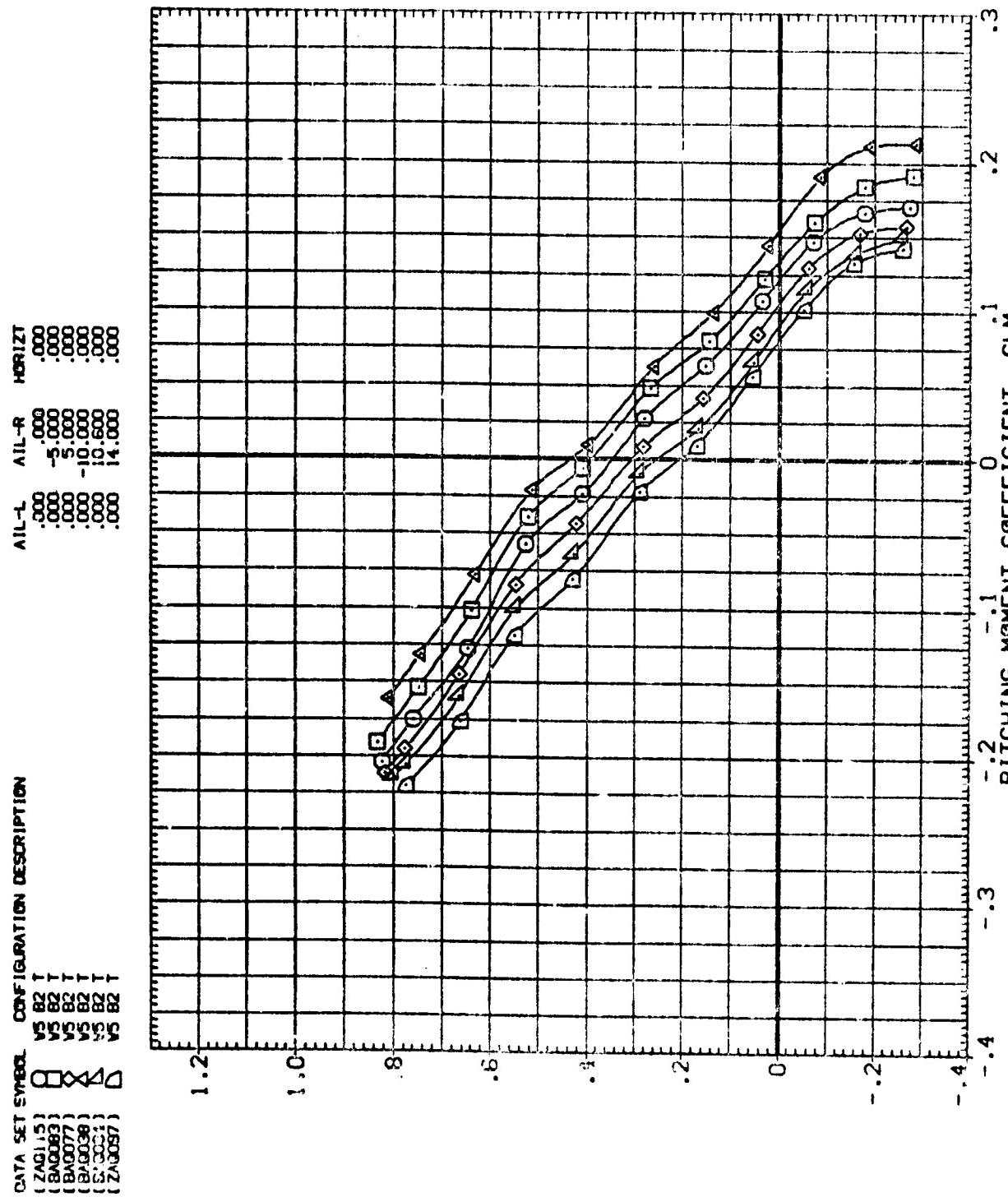
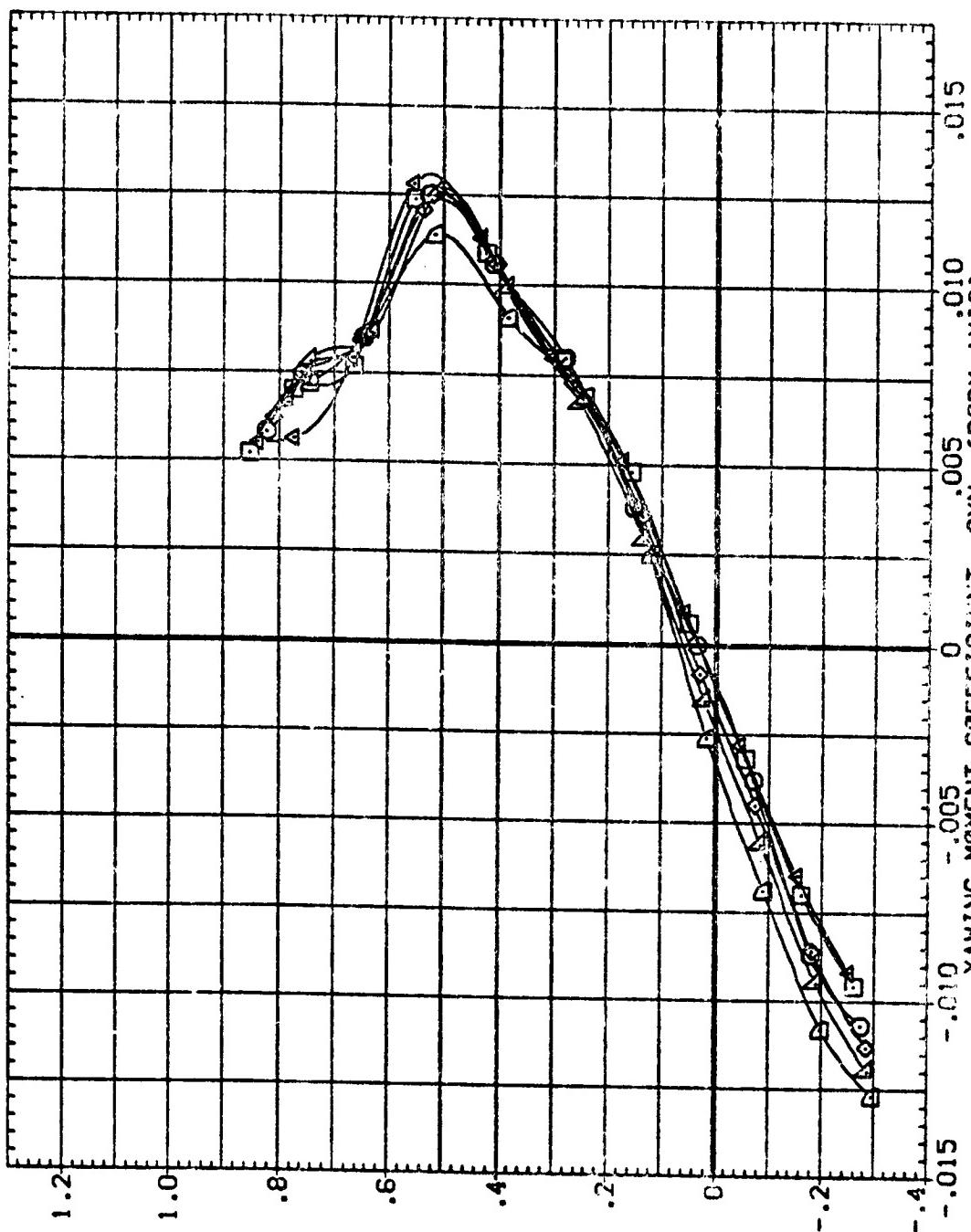


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 60.0 DEG.
 $(\text{CD})_{\text{MACH}} = 1.30$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
{ZAD115	.000	.000	.000
{ZAD080	.000	.000	.000
{ZAD074	.000	.000	.000
{ZAD046	.000	.000	.000
{ZAD042	.000	.000	.000
{ZAD035	.000	.000	.000



LIFT COEFFICIENT. CL

REPORT NUMBER FOR THE
ORIGINAL PUBLICATION

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., C_Y(BODY AXIS)
(G)_{MACH} = 1.30

PAGE 162

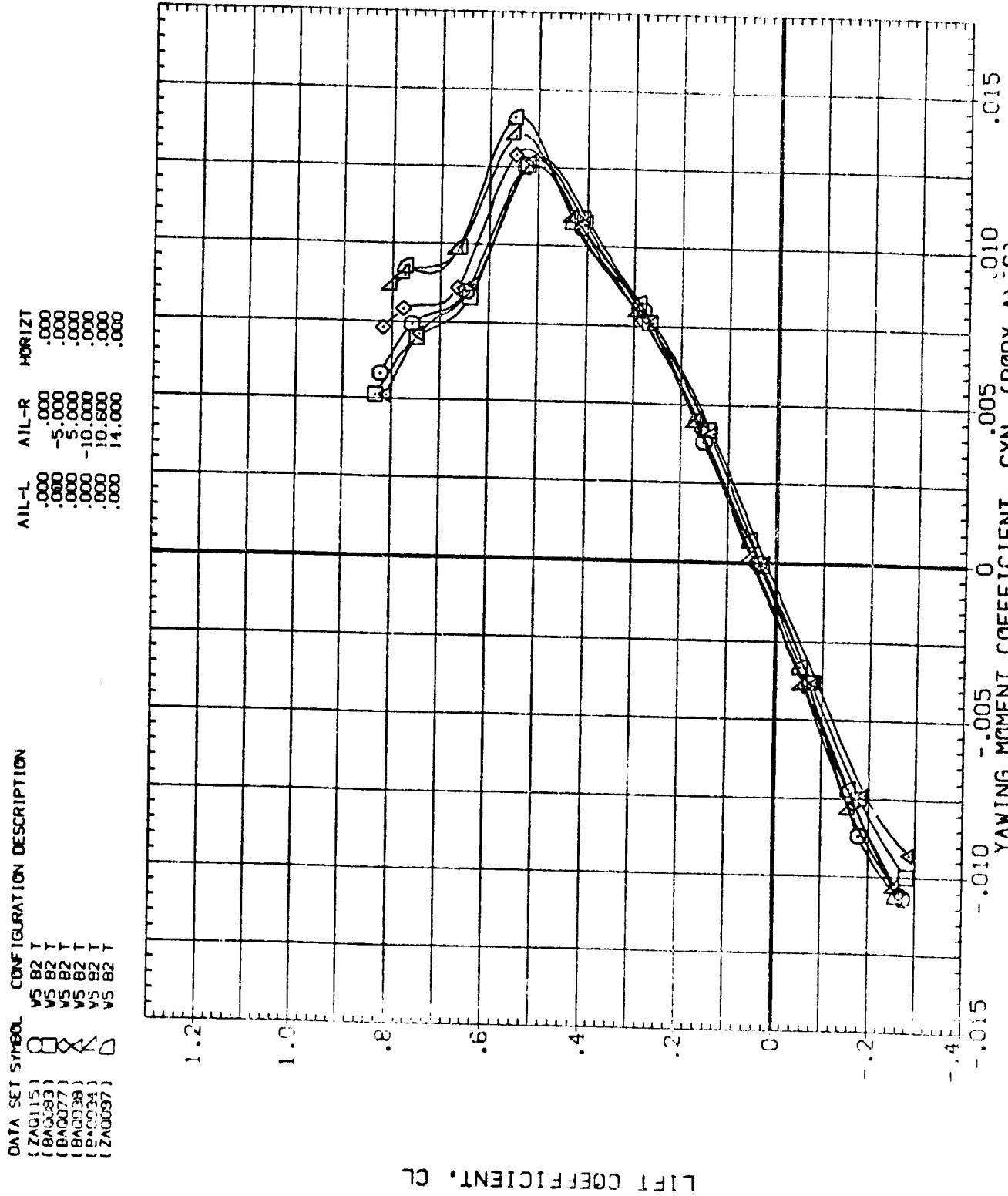


FIG. 4 AERODYNAMIC CHAF. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 MACH = 1.30 PAGE 163

DATA SET SYMBOL CONFIGURATION DESCRIPTION

		AIL-L	AIL-R	HORIZT
{ZAG115}	Q	.000	.000	.000
{ZAG080}	V5 B2 T	.000	.000	.000
{ZAG074}	V5 B2 T	-5.000	.000	.000
{ZAG046}	V5 B2 T	10.100	.000	.000
{ZAG042}	V5 B2 T	-10.700	.000	.000
{ZAG055}	□	-14.300	.000	.000

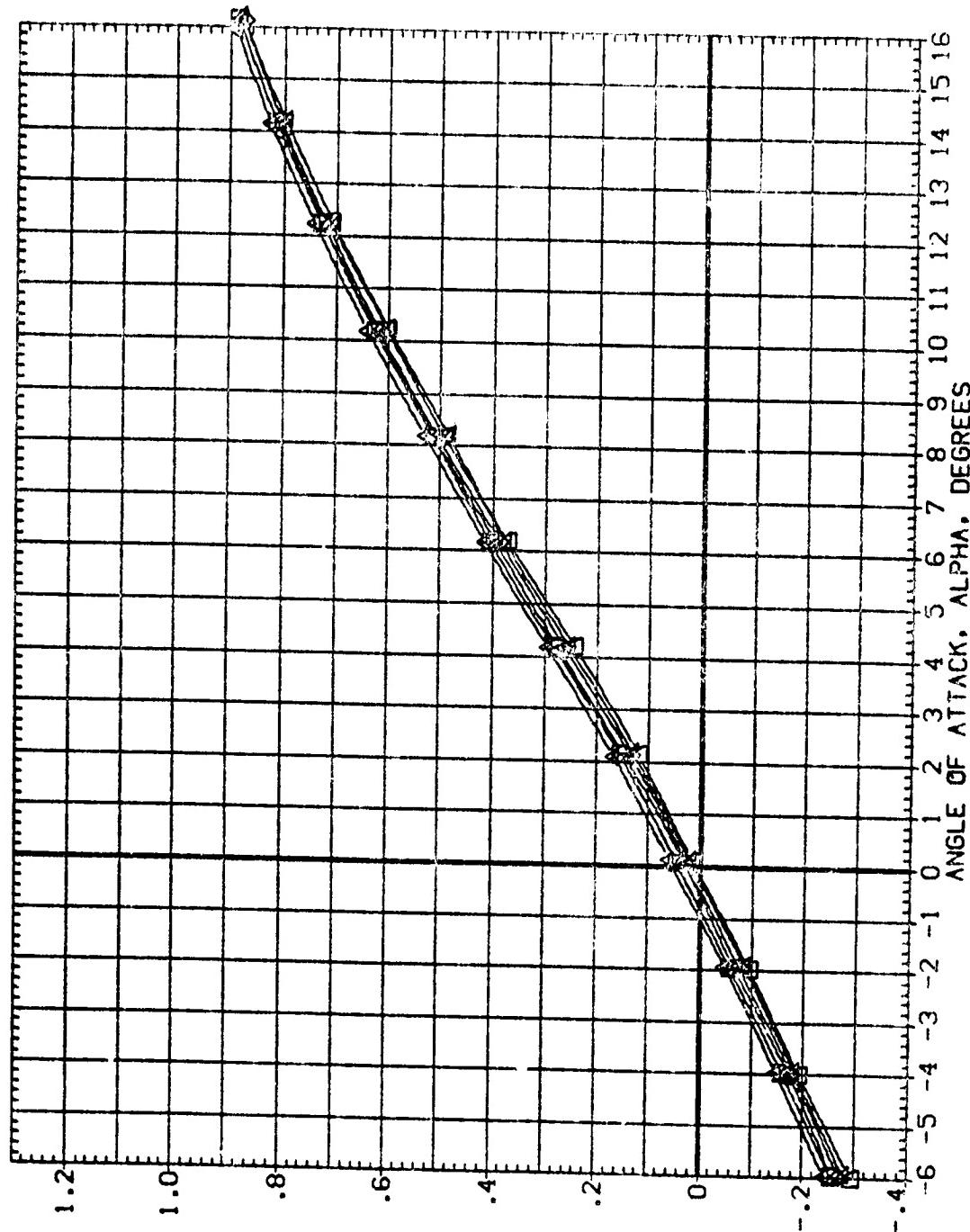
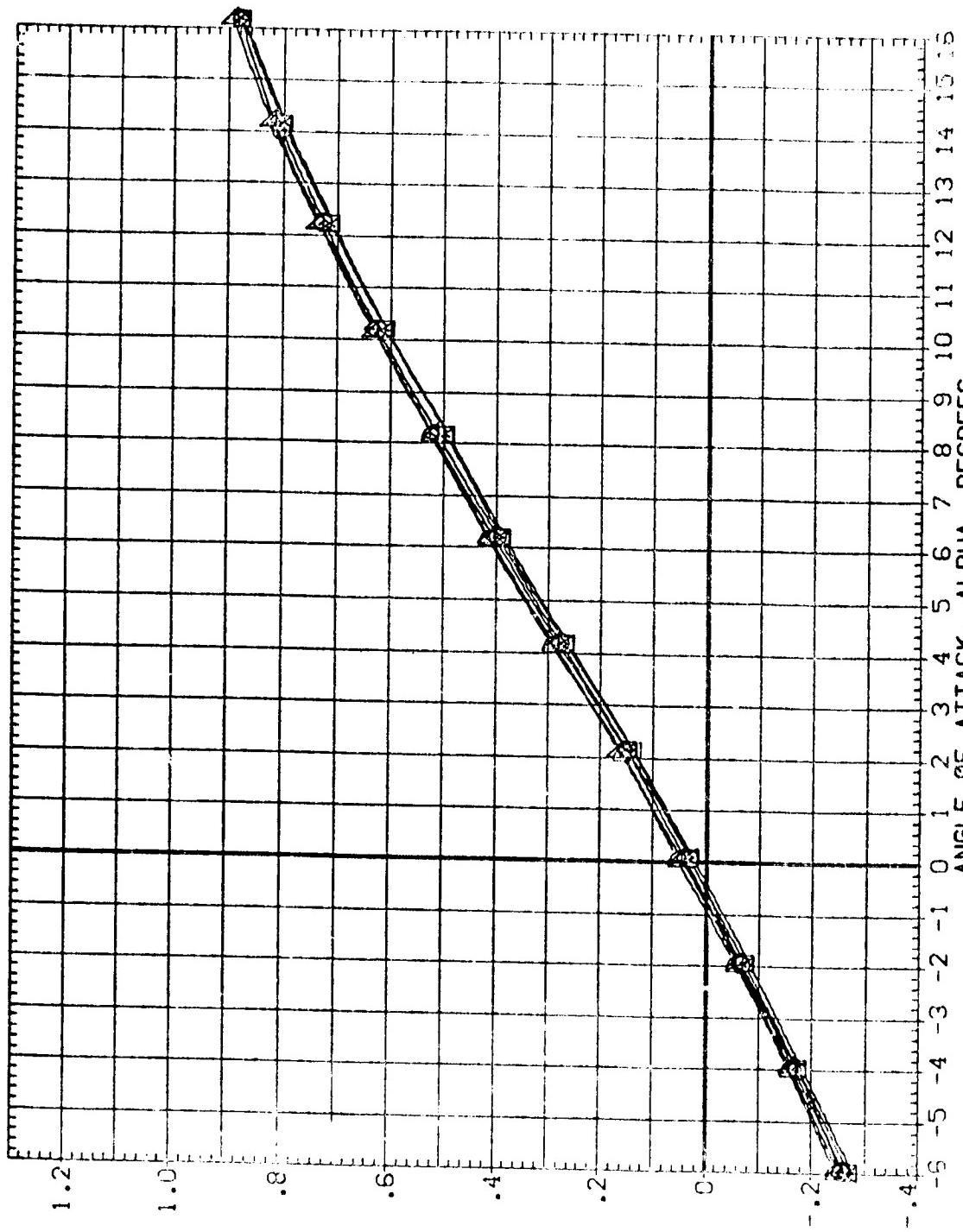


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., $S_{ref} = 60.0 \text{ deg.}$
 $(\text{CH})_{MACH} = 1.40$

PAGE 164

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIR-L	AIR-R	HORIZT
{ZADL15}	V5 B2 T		.000 .000 .000
{BAG093}	V5 B2 T		.000 -.5 .000 .000
{BAG077}	V5 B2 T		.000 5 .000 .000
{BAG039}	V5 B2 T		.000 -10 .000 .000
{BAG034}	V5 B2 T		.000 10 .600 .000
{ZAV097}	V5 B2 T		.000 14 .000 .000

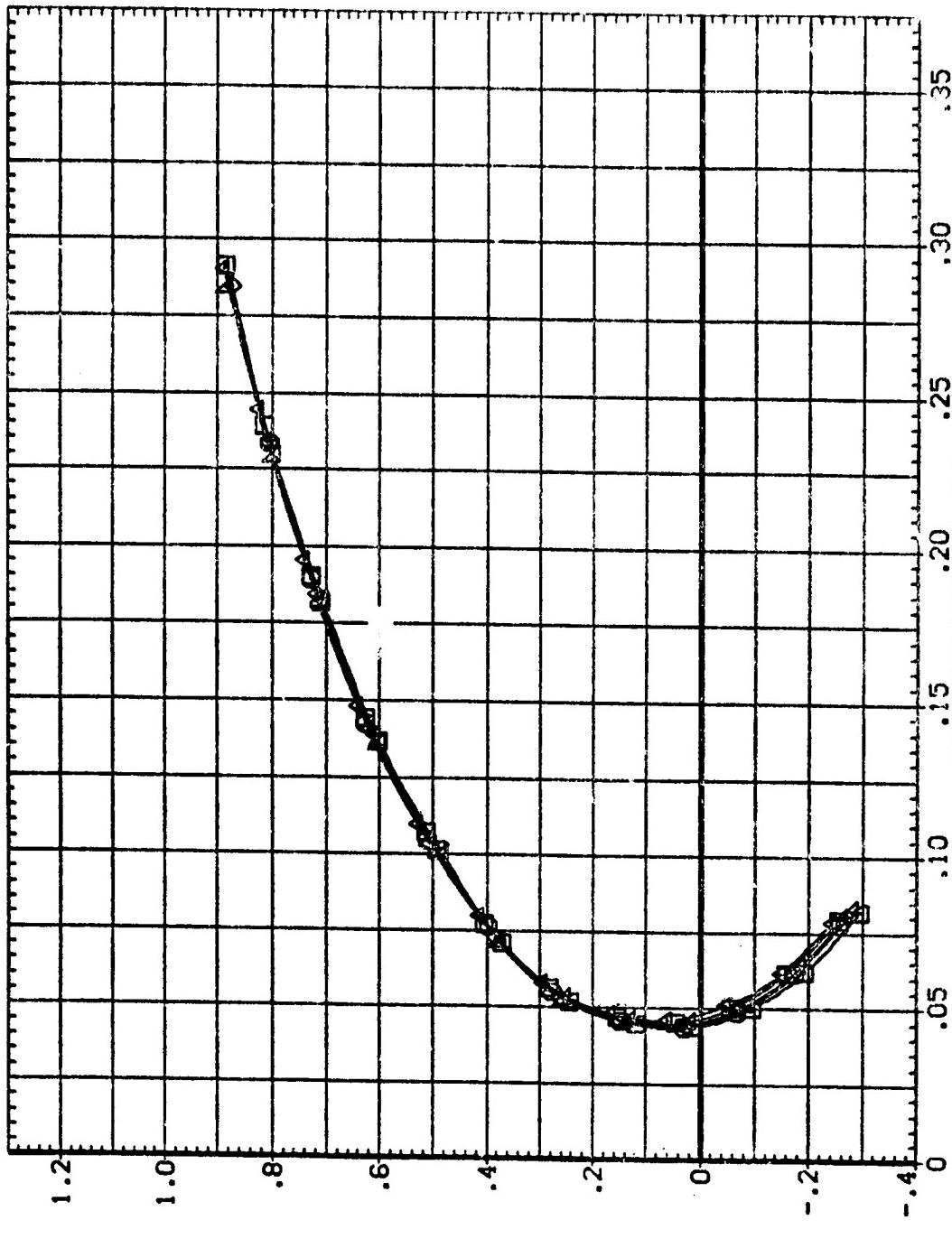


LIFT COEFFICIENT, CL

(CH)MACH = 1.40
FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.

REPRODUCIBILITY OF THE
ORIGINAL DRAWING IS GUARANTEED

DATA SET INDEX	CONFIGURATION DESCRIPTION	AIL-L	AIL-R	HORIZT
(ZAO115)	VS B2 T	.000	.000	.000
(ZAO080)	VS B2 T	.000	.000	.000
(ZAO074)	VS B2 T	-5.000	.000	.000
(BA0046)	VS B2 T	10.100	.000	.000
(BA0042)	VS B2 T	-10.700	.000	.000
(ZAO095)	VS B2 T	-14.300	.000	.000

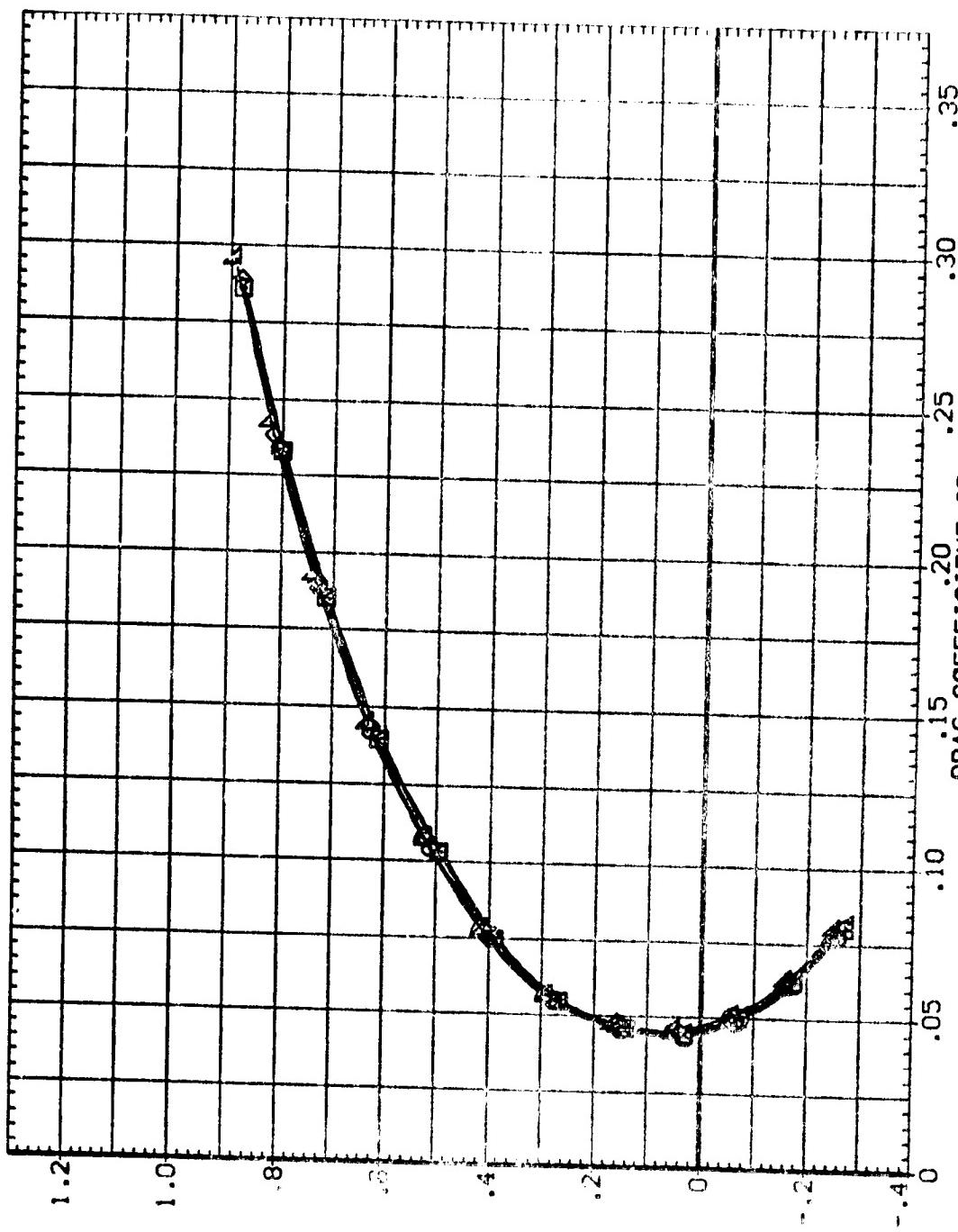


LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 30.0 DEG.
CHMACH = 1.40
PAGE 165

DATA SET SYMBOL CONFIGURATION DESCRIPTION

DATA SET SYMBOL	CONFIGURATION DESCRIPTION
(ZAG015)	VS 82 T
(8A0083)	VS 82 T
(8A0077)	VS 82 T
(8A0136)	VS 82 T
(8A0034)	VS 82 T
(ZAG087)	VS 82 T

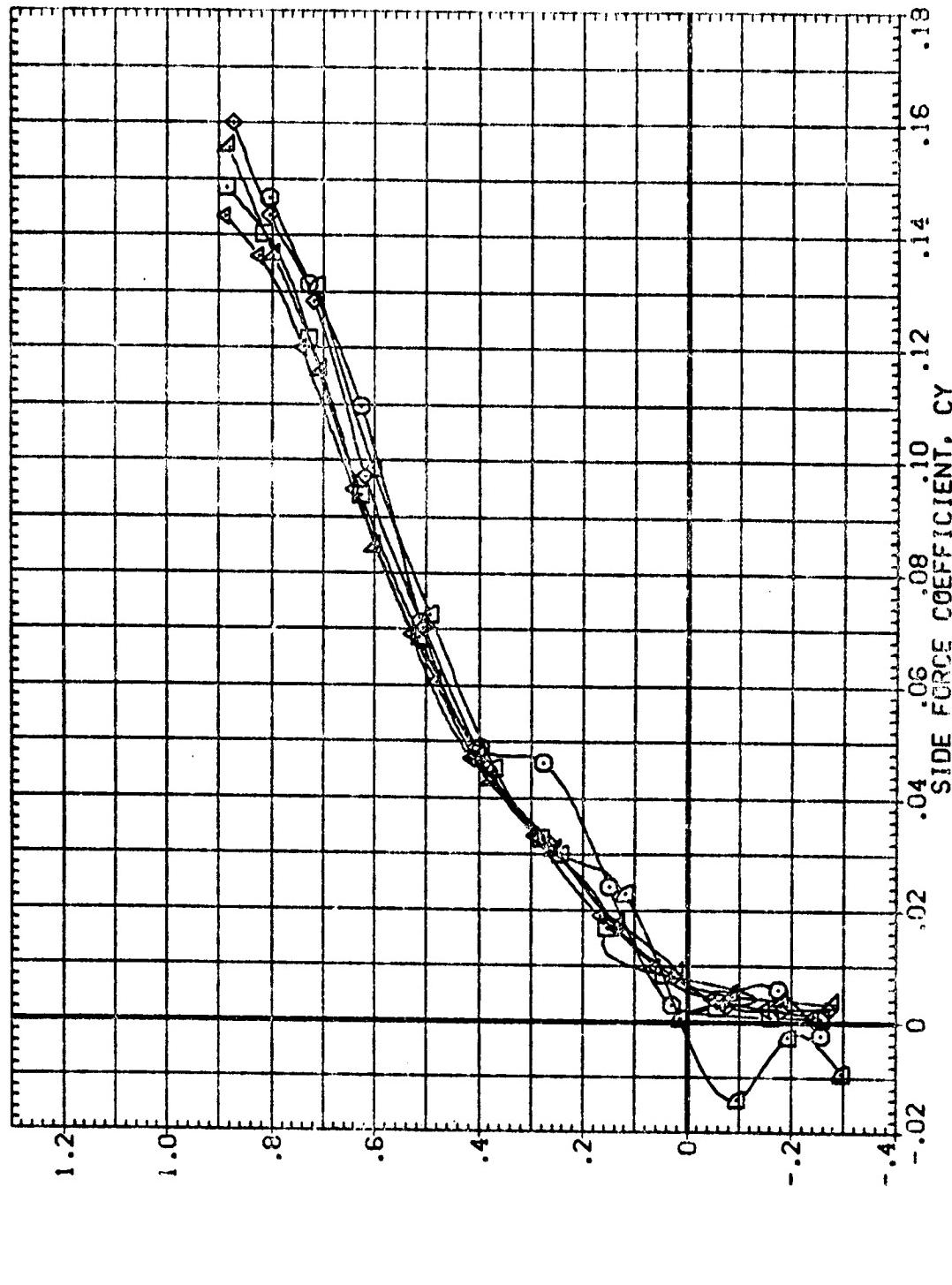


LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 60.0 DEG.
 $C_{MACH} = 1.40$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(ZAG115)	V5 B2 T
(BAG080)	V5 B2 T
(BAG074)	V5 B2 T
(BAG046)	V5 B2 T
(BAG042)	V5 B2 T
(ZAG055)	V5 B2 T

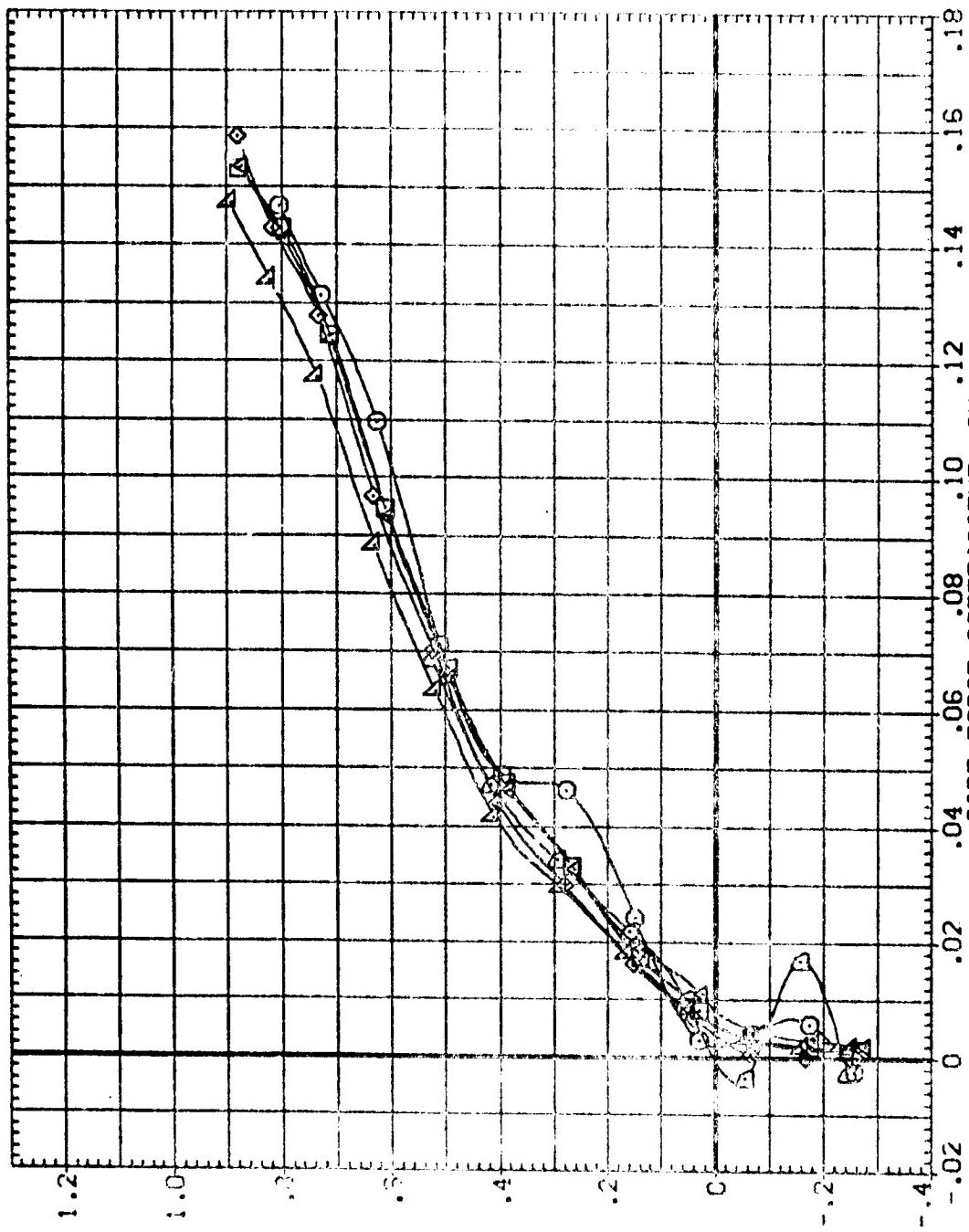


LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $(H)_MACH = 1.40$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ
(ZAD15)	.000	.000	.000
(BAG063)	.000	-5.000	.000
(BAG071)	.000	5.000	.000
(BAG077)	.000	-10.000	.000
(BAG098)	.000	10.000	.000
(BAG224)	.000	-10.000	.000
(ZAG37)	.000	14.000	.000



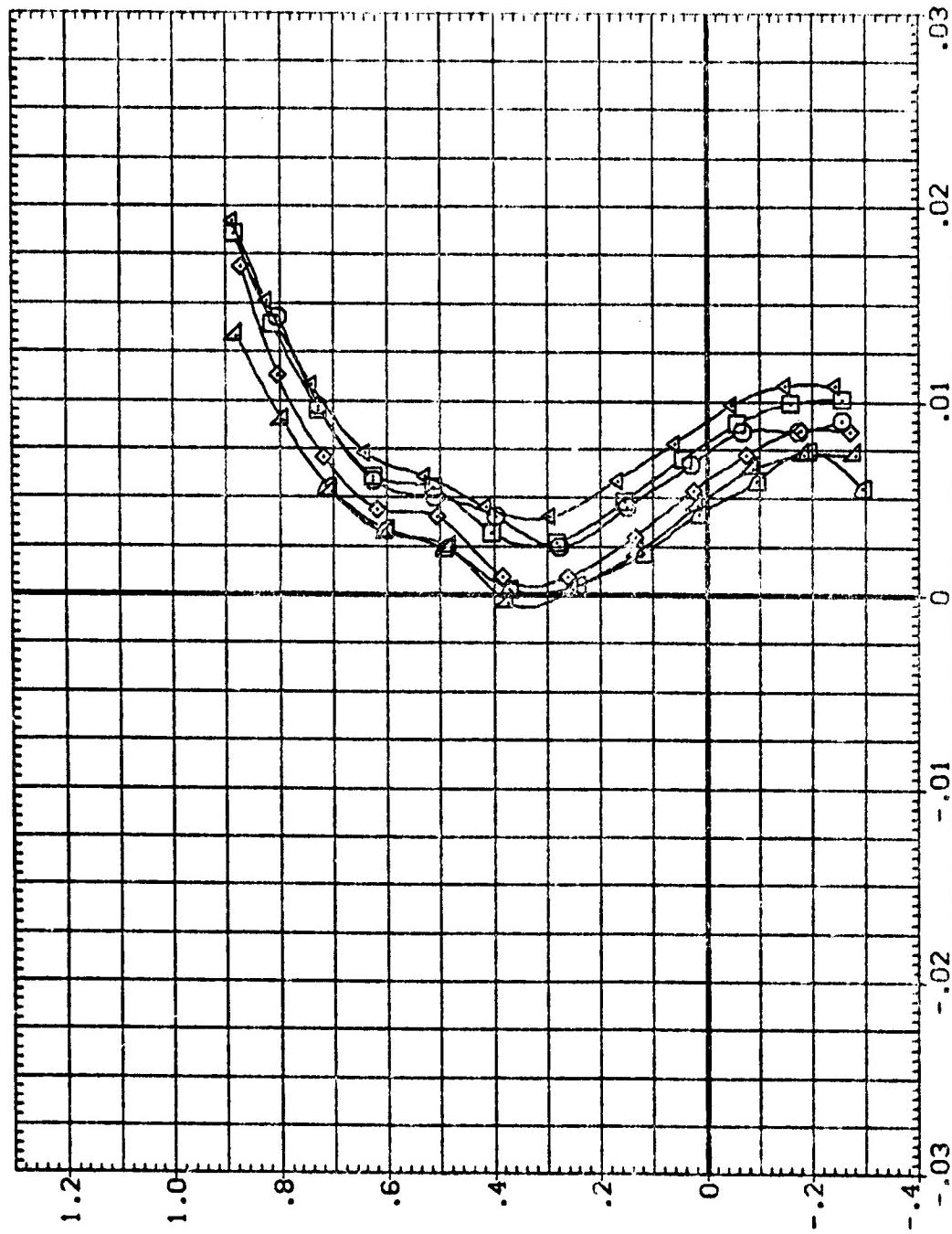
L, FT COE, INCIDENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
CHMACH = 1.40
PAGE 169

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(ZAO115)	VS 82 1
(BA0080)	VS 82 1
(BA0074)	VS 82 1
(BA0046)	VS 82 1
(BA0042)	VS 82 1
(ZAO095)	VS 82 1

	AIL-L	AIL-R	HORIZT
0000	.000	.000	.000
5.000	.000	.000	.000
-5.000	.000	.000	.000
10.100	.000	.000	.000
-10.700	.000	.000	.000
-14.300	.000	.000	.000



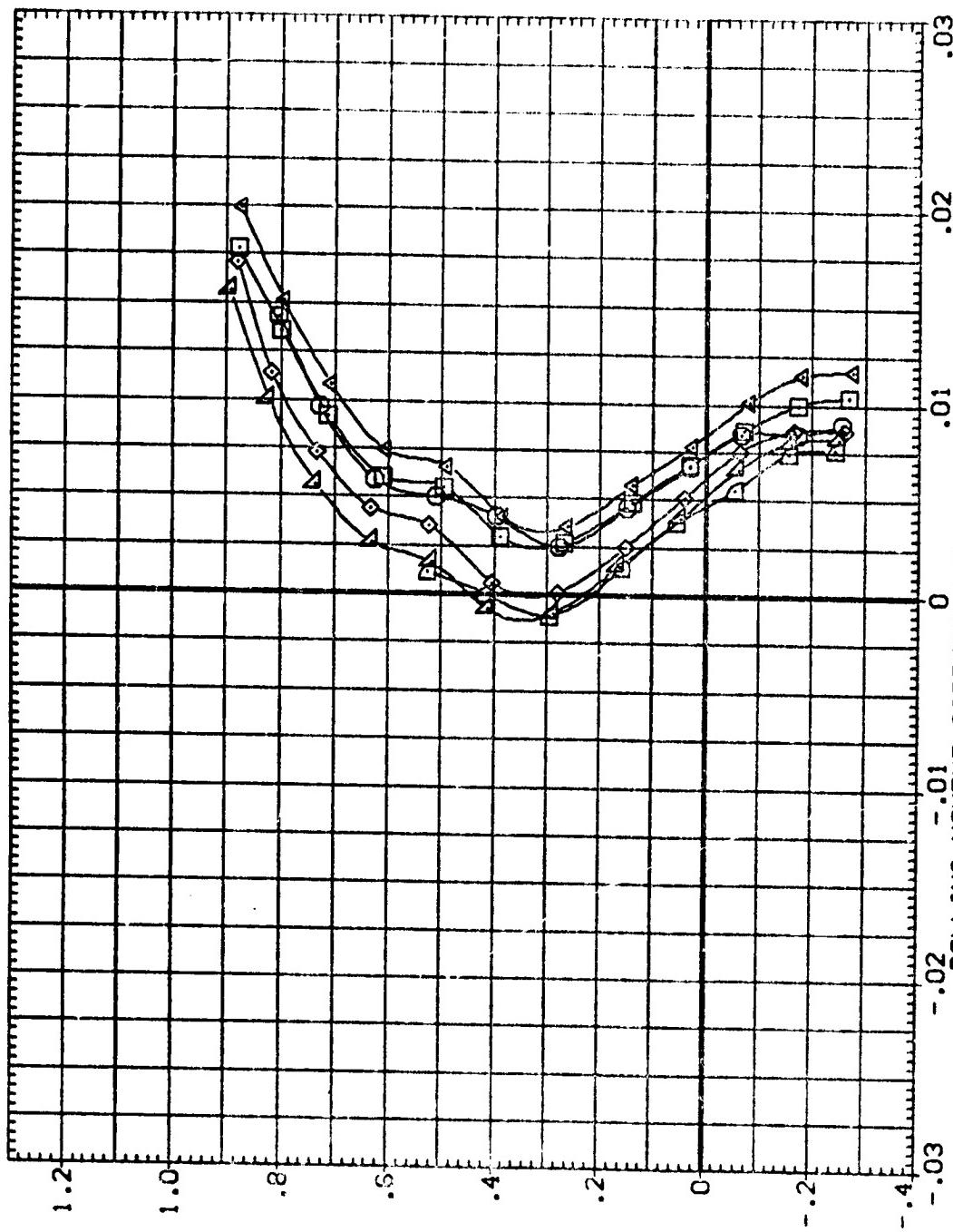
LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP = 60.0 DEG.
 $(M)_MACH = 1.40$

PAGE 170

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ
(Z)0115	.000	.000	.000
(B)0083	.000	-5.000	.000
(B)0077	.000	-5.000	.000
(B)0038	.000	-10.000	.000
(B)0134	.000	-10.600	.000
(Z)0097	.000	14.000	.000



LIFT COEFFICIENT, CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $CH_{MACH} = 1.40$

DATA SET SPEED CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ
(ZAD115)	.000	.000	.000
(ZAD001)	.500	.000	.000
(ZAD002)	-5.000	.000	.000
(ZAD074)	10.000	.000	.000
(ZAD046)	-10.700	.000	.000
(ZAD042)	-14.300	.000	.000
(ZAD085)			

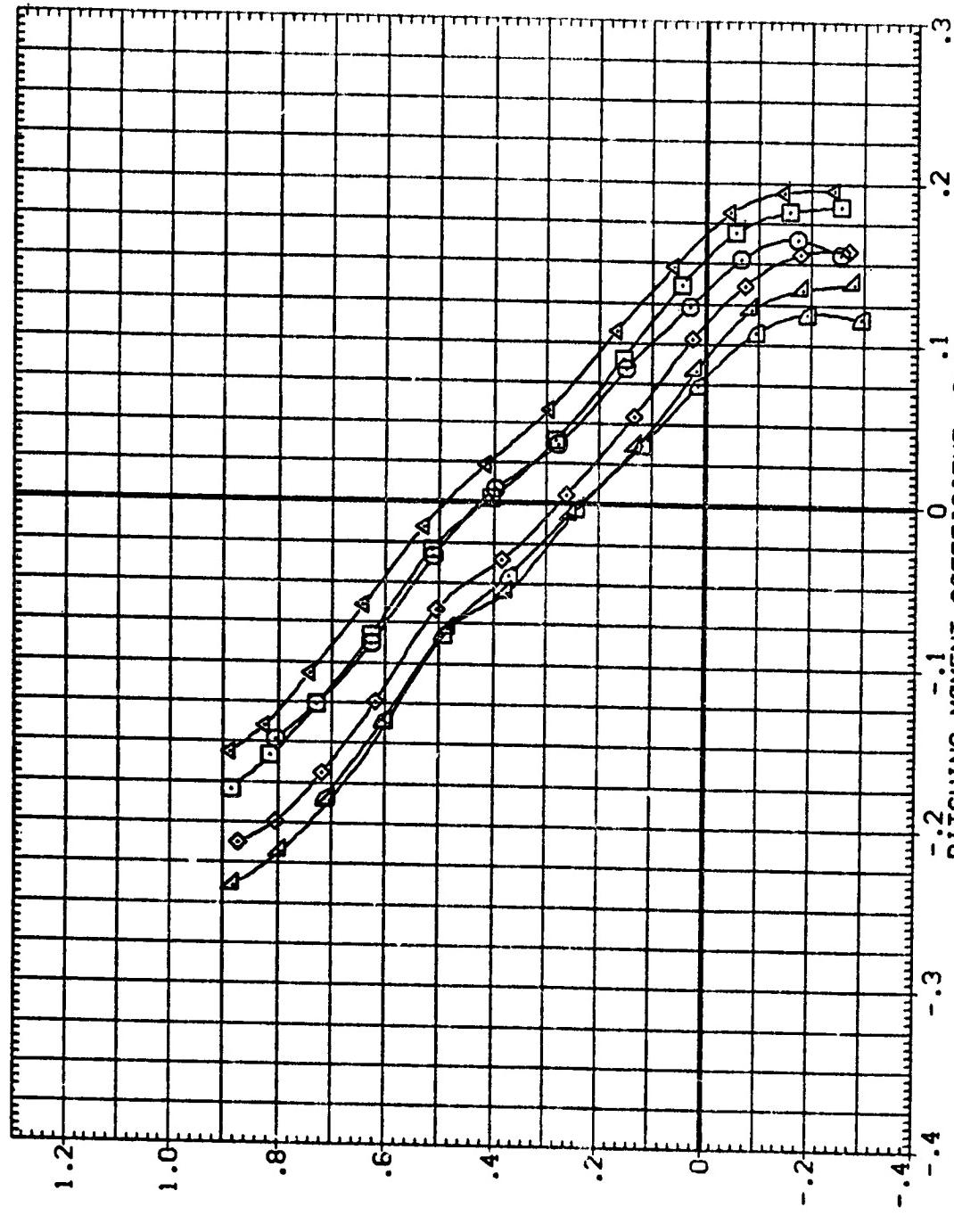


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $M_{MACH} = 1.40$

PAGE 172

DATA SET SYMBOL	CONFIGURATION DESCRIPTION	AIL-L	AIL-R	HORIZT
(ZAC)15	V5 B2 T	.000	.000	.000
(BAC)83	V5 B2 T	.000	-.5000	.000
(BAC)77	V5 B2 T	.000	5.000	.000
(BAC)38	V5 B2 T	.000	-10.000	.000
(EAC)24	V5 B2 T	.000	10.600	.000
(ZAC)97	V5 B2 T	.000	14.000	.000

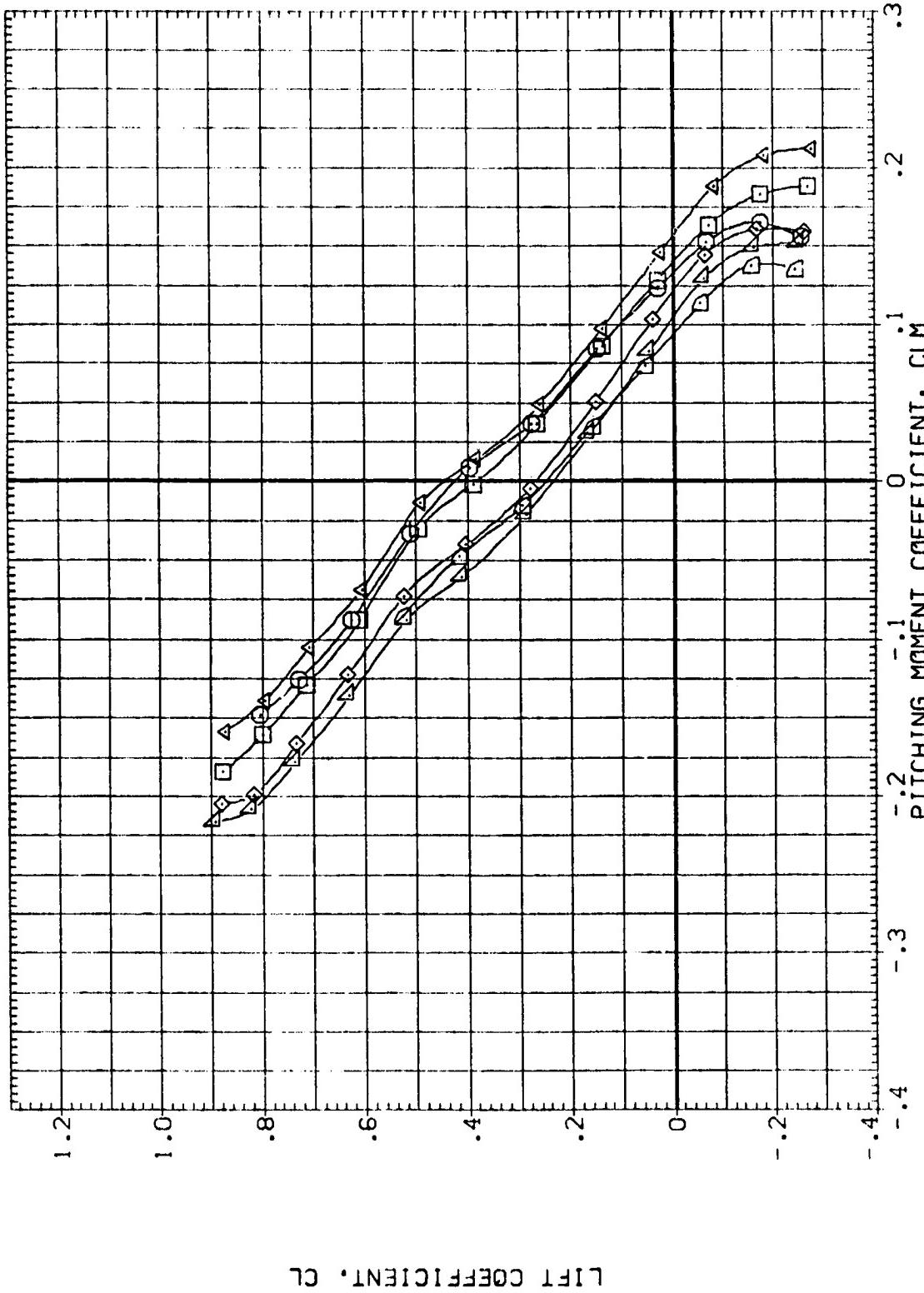


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET =60.0 DEG.
 $(CH)_MACH = 1.40$

PAGE 173

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ORIGINAL PAGE 114

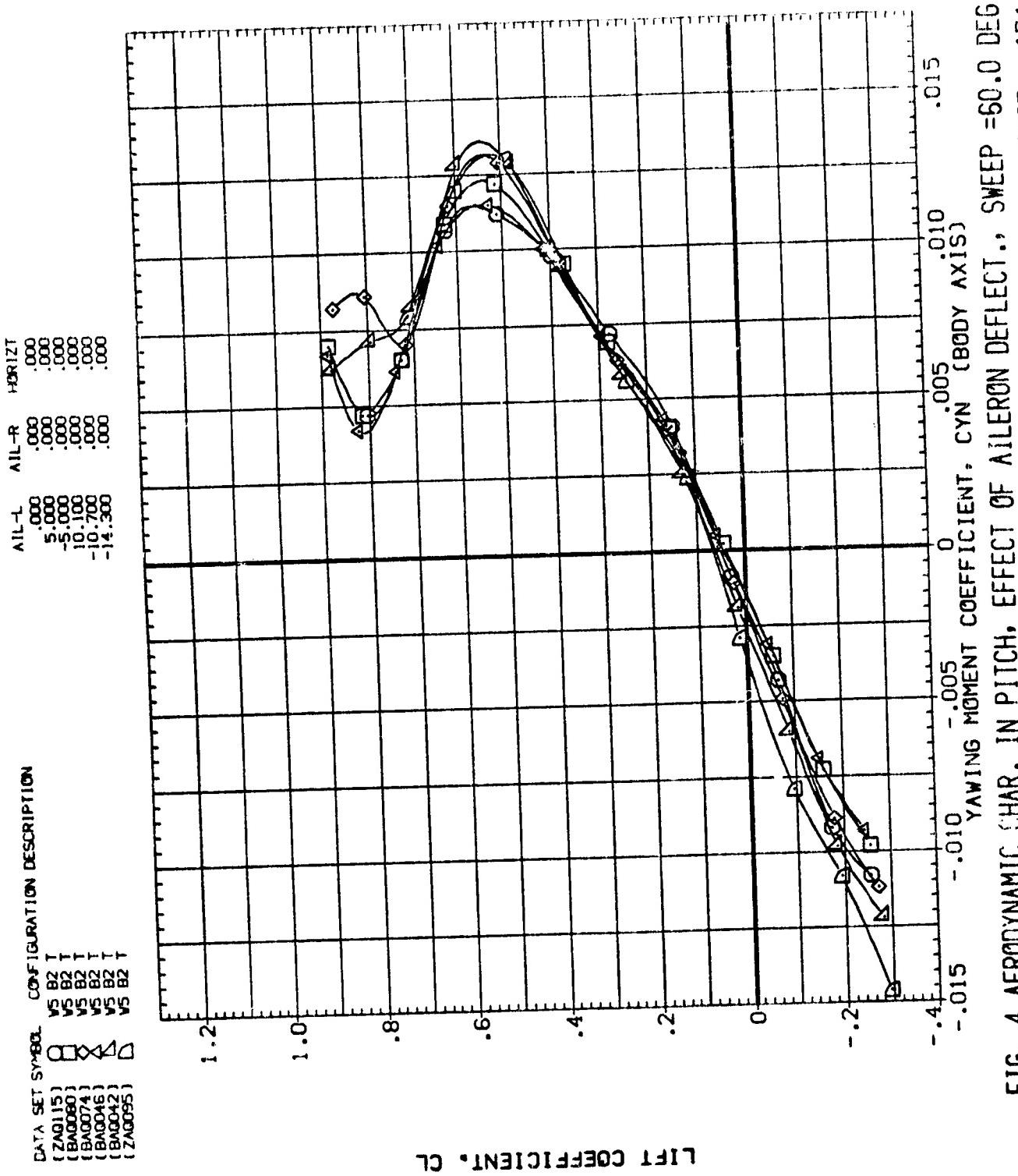
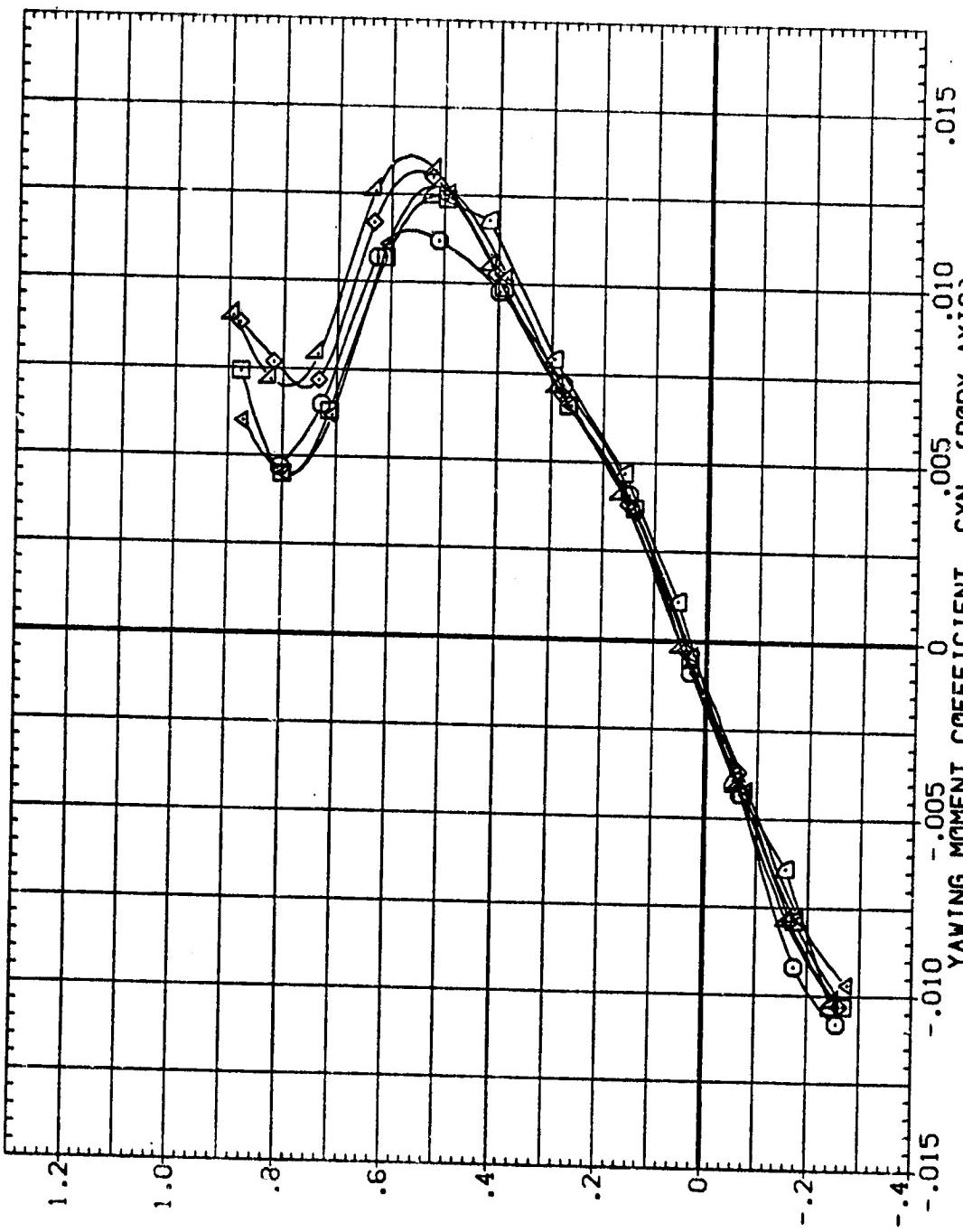


FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEET = 60.0 DEG.
 $CH_{MACH} = 1.40$
 PAGE 174

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	MOM27
(ZAG-15)	.000	.000	.000
(BA-153)	.000	-5.000	.000
(BA0077)	.000	5.000	.000
(BAC038)	.000	-10.000	.000
(BA0031)	.000	10.000	.000
(ZAG097)	.000	14.000	.000



LIFT COEFFICIENT. CL

FIG. 4 AERODYNAMIC CHAR. IN PITCH, EFFECT OF AILERON DEFLECT., SWEEP =60.0 DEG.
 $CH_{MACH} = 1.40$

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 {G00127} V5 B2 T
 {G00128} V5 B2 T
 {G00129} V5 B2 T

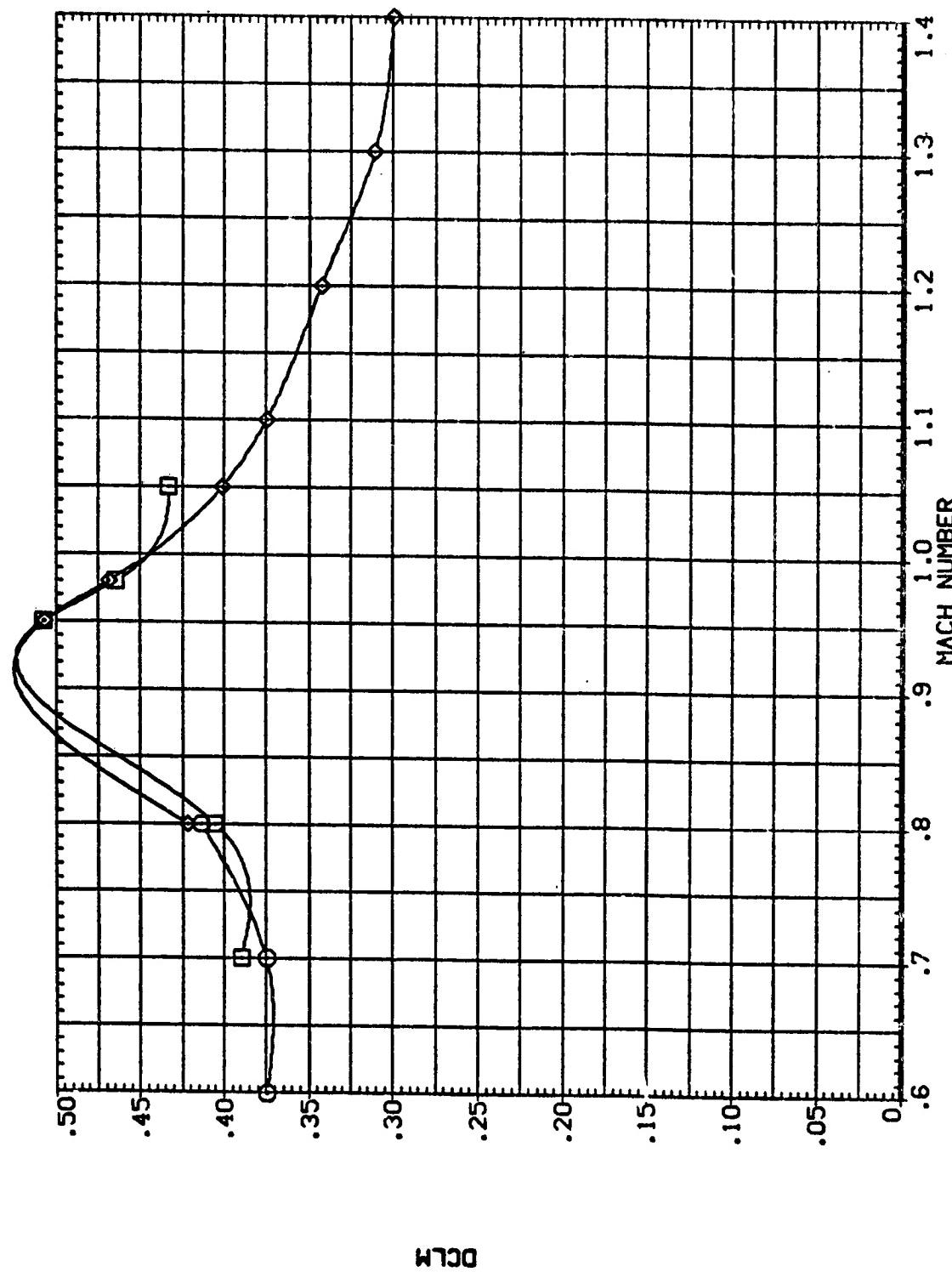
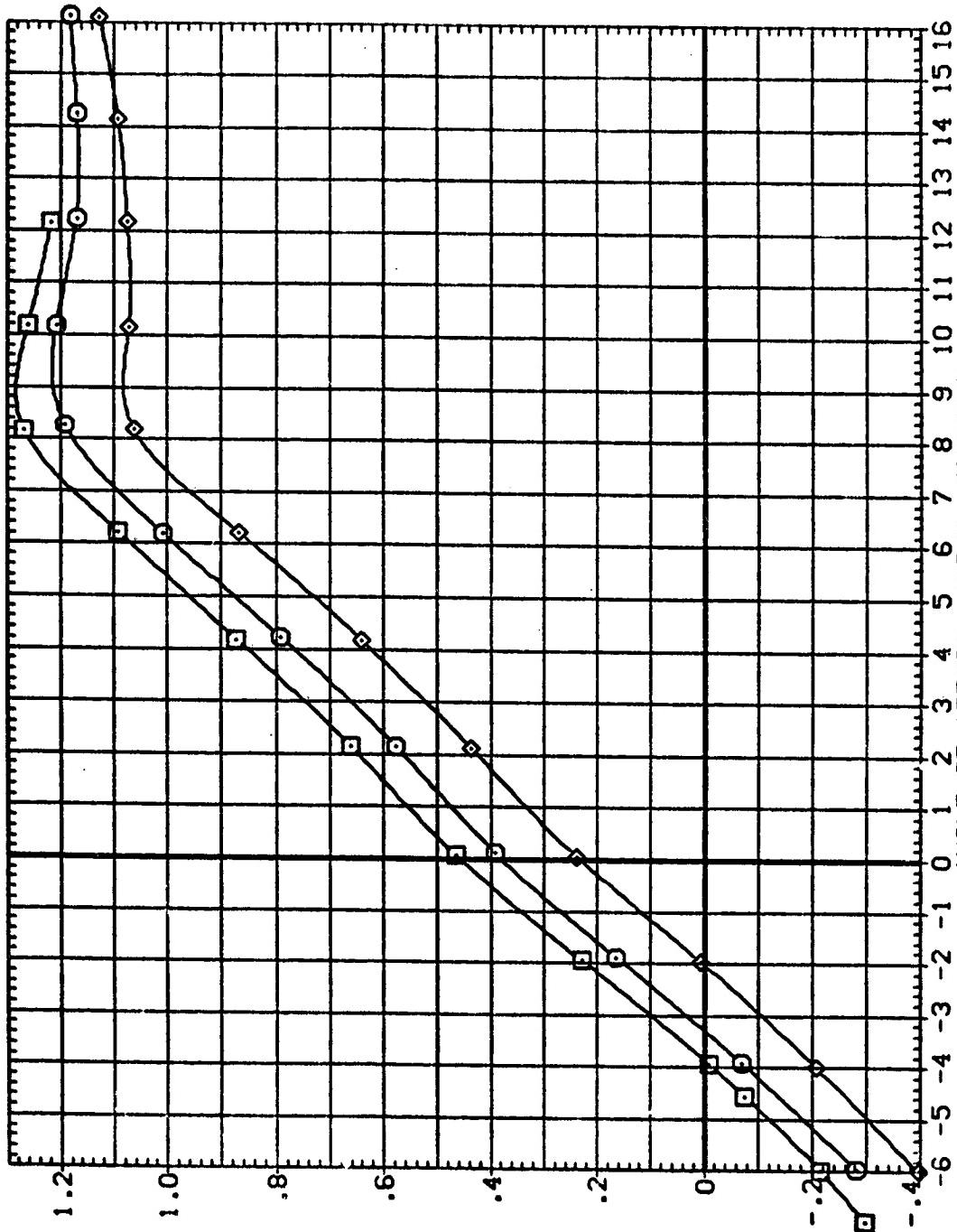


FIG. 5 INCREMENTAL PITCHING MOMENT FROM -5 DEG. HORIZ. TAIL DEFLECTION, CL=0.3
 $\Delta CL = .30$

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (B4D118) V5 B2 1
 (Z4G001) V5 B2 1
 (Z4G127) V5 B2 1

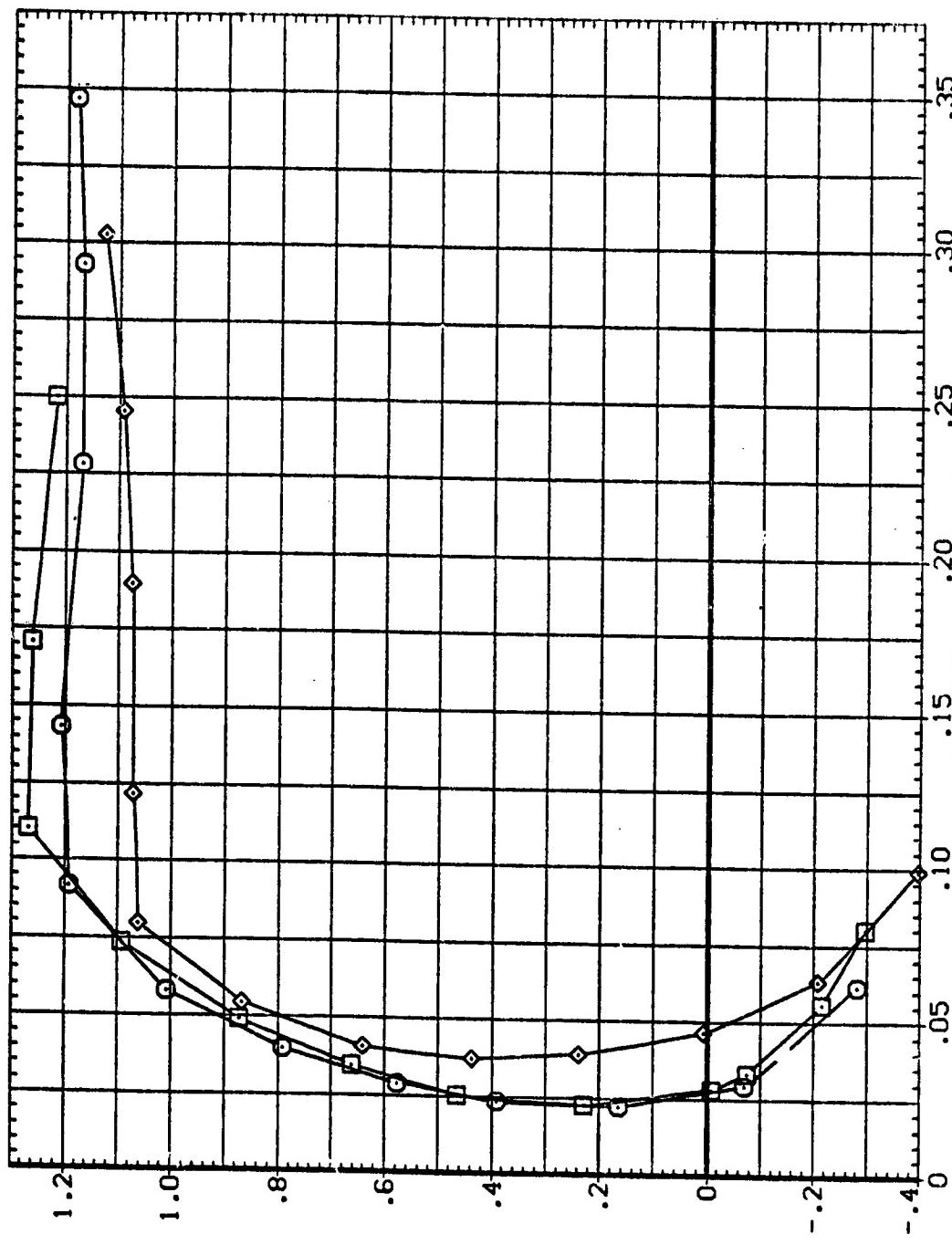
AIR-L-R HORIZT
 :000 :000 .000 -5.000
 :000 :000 .000 2.500
 :000 :000 .000 0.000



LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 0.0 DEG.
 (V)MACH = .60

DATA SET SYMBOL		CONFIGURATION DESCRIPTION		
(BAG118)	(ZAG001)	VS B2 T	VS B2 T	VS B2 T
{	}			
ZAG0127				

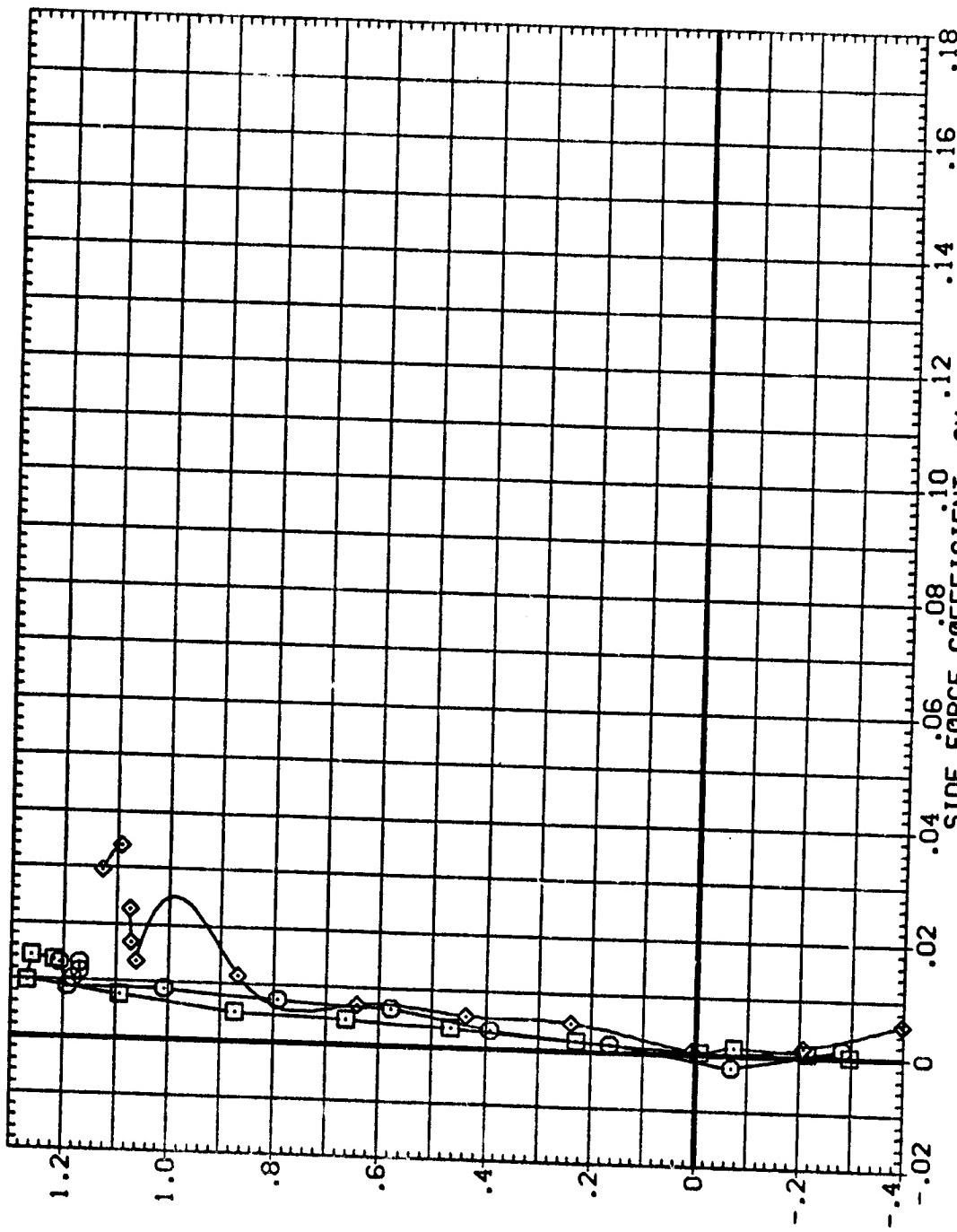


LIFT COEFFICIENT, CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 0.0 DEG.
 $(\Delta)MACH = .60$

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (BAG019) VS B2 1
 (ZAD001) VS B2 T
 (ZAD177) VS B2

AIR-L AIR-R HORIZ
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 0.0 DEG.
 APPROX. = .60

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (BAG118) V5 B2 T
 (ZAG00) V5 B2 T
 (ZAO127) V5 B2 T

AIL-L AIL-R HORIZT
 :000 :000 :000
 :000 :000 -2.500
 .000 .000 -5.000

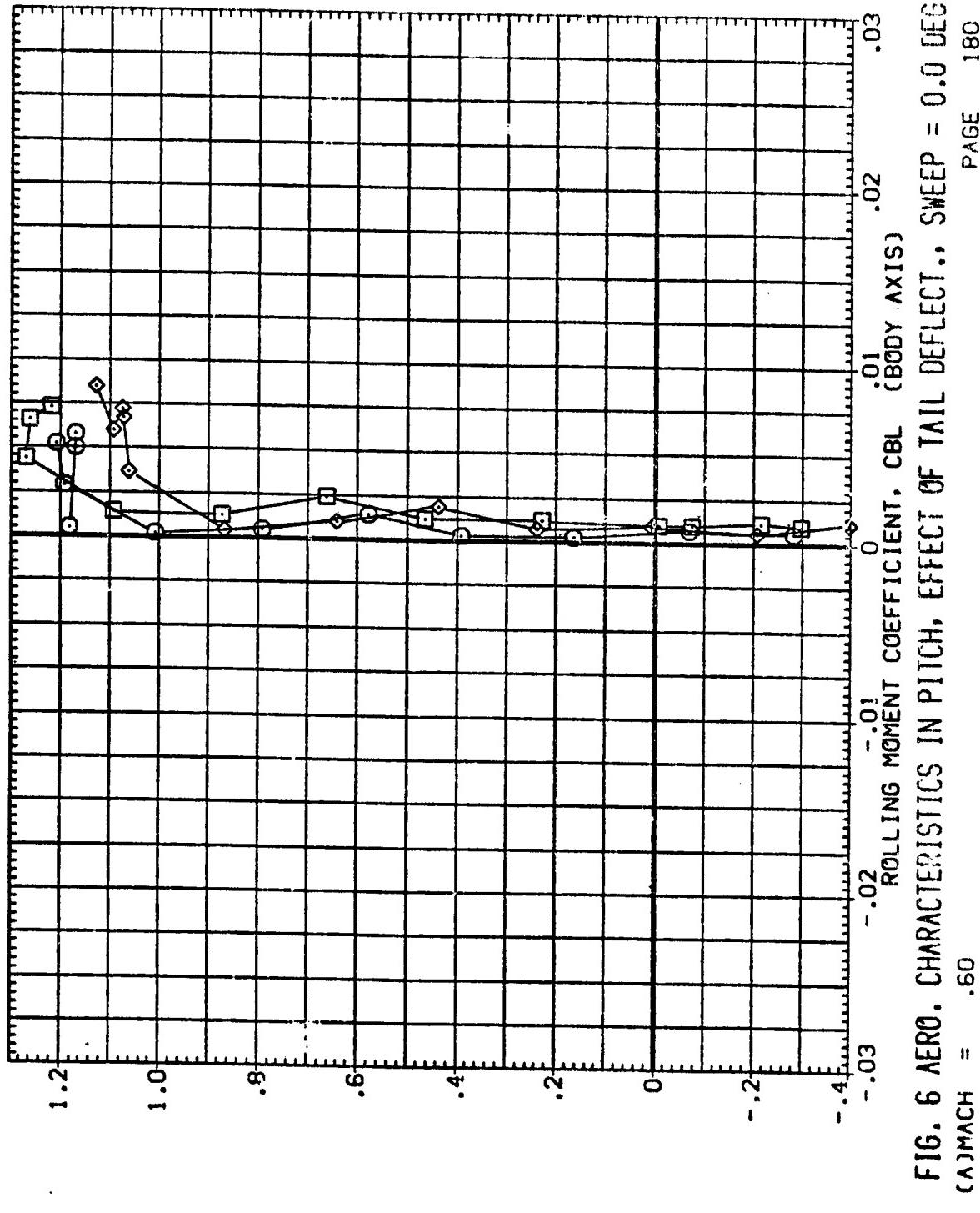


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 0.0 DEG.
 $(\Delta)MACH = .60$

PAGE 180

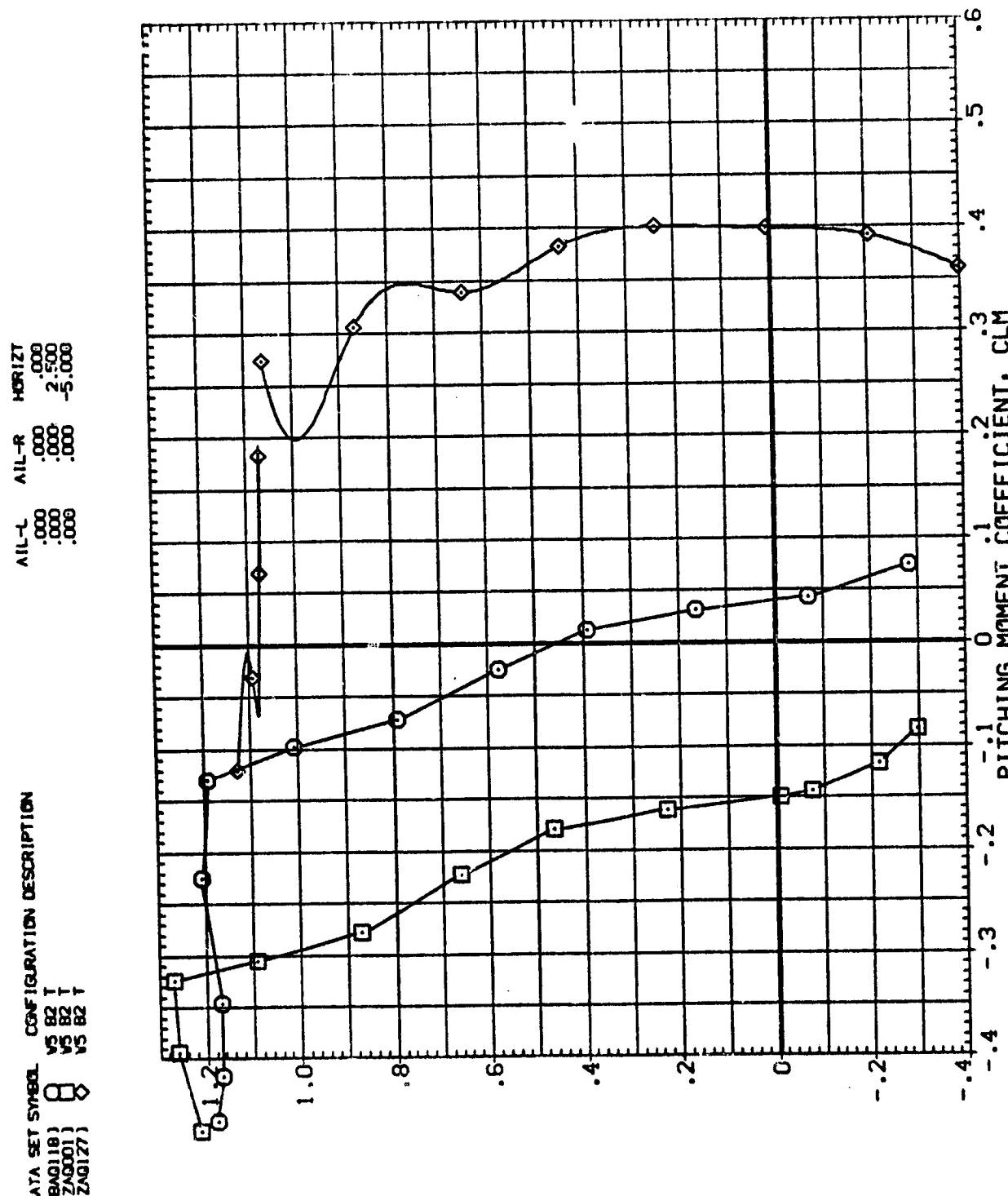
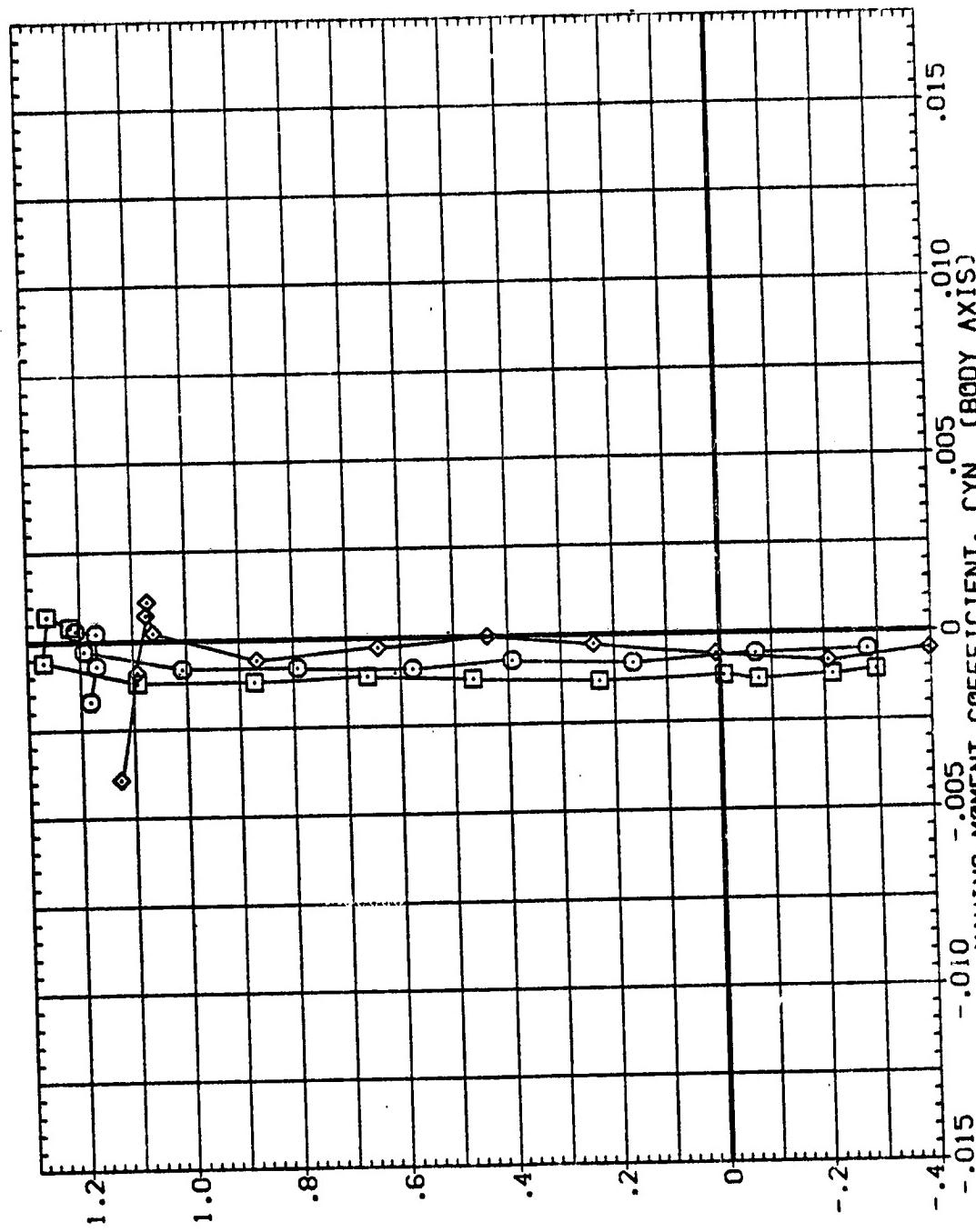


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 0.0 DEG.
 (A)MACH = .60

PAGE 181

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (B03118) 8 VS B2 T
 (B03119) 0 VS B2 T
 (Z00001) D VS B2 T
 (Z00127) X VS B2 T



LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 0.0 DEG.
 (AOA MACH = .60) YAWING MOMENT COEFFICIENT. CYN (BODY AXIS)
 PAGE 182

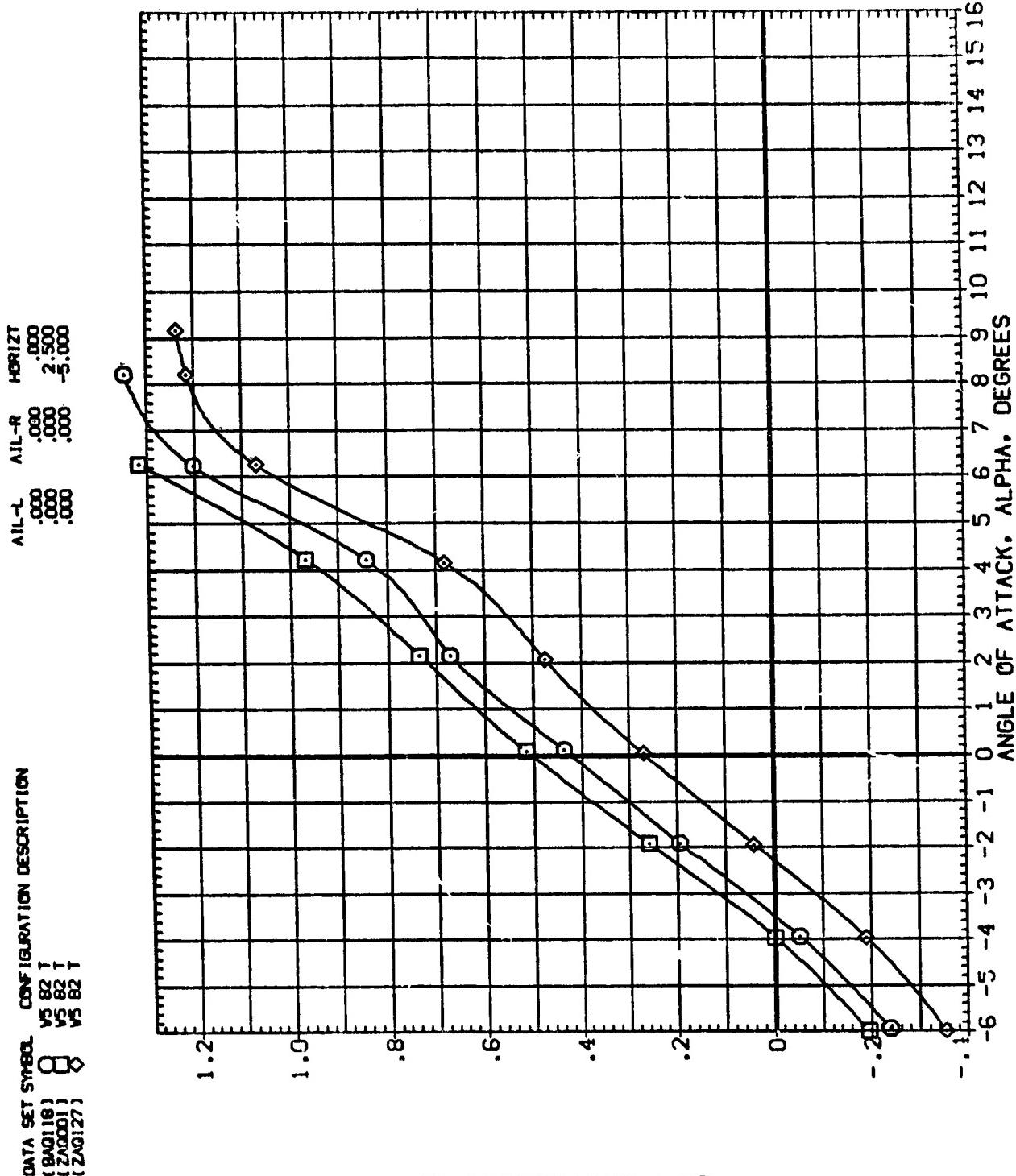


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 0.0 DEG.
 (BJMACH = .70
 PAGE 183

DATA SET SNAME CONFIGURATION DESCRIPTION

V5 B2 T
[BAG118]
.000
[ZAG001]
.000
[ZAG127]
.000

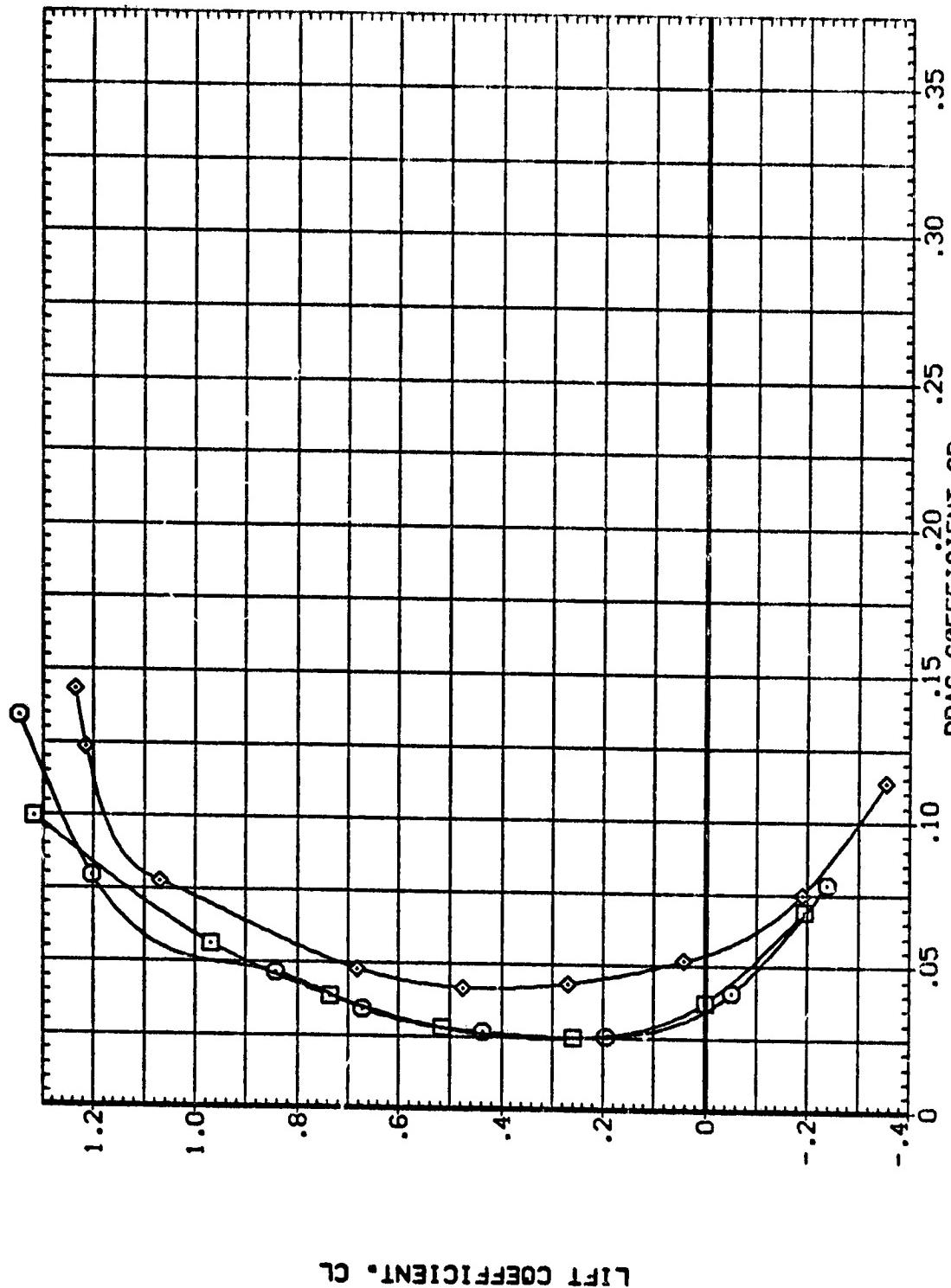
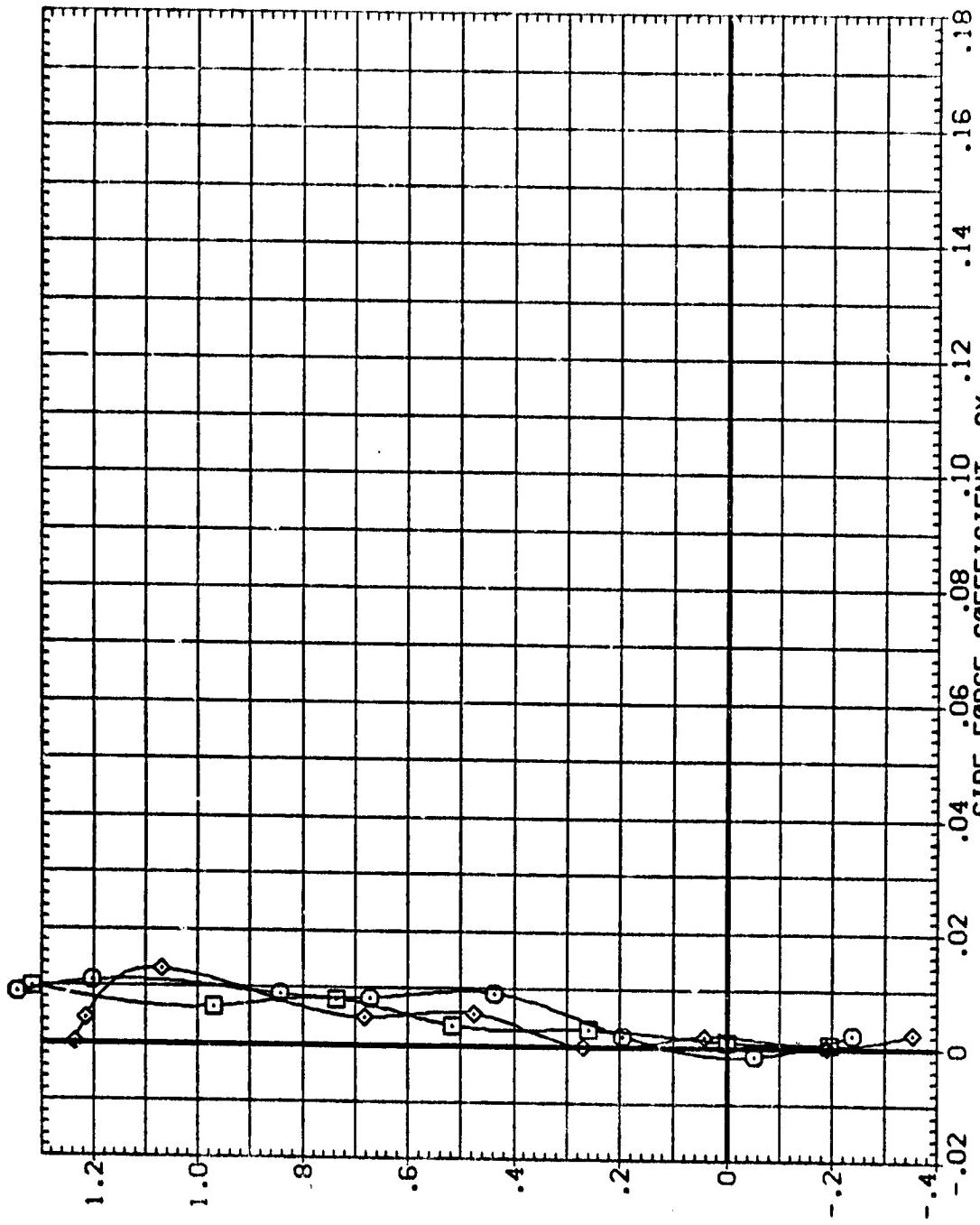


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SLEEP = 0.0 DEG.
MACH = .70

DATA SET SWEEP CONFIGURATION DESCRIPTION
 1811981 1 1811981 1 1811981 1
 VS 82 1 VS 82 1 VS 82 1
 (B)MACH = .70

	AIL-L	AIL-R	HORIZT
1	.000	.000	.000
2	.000	.000	2.500
3	.000	.000	-5.000



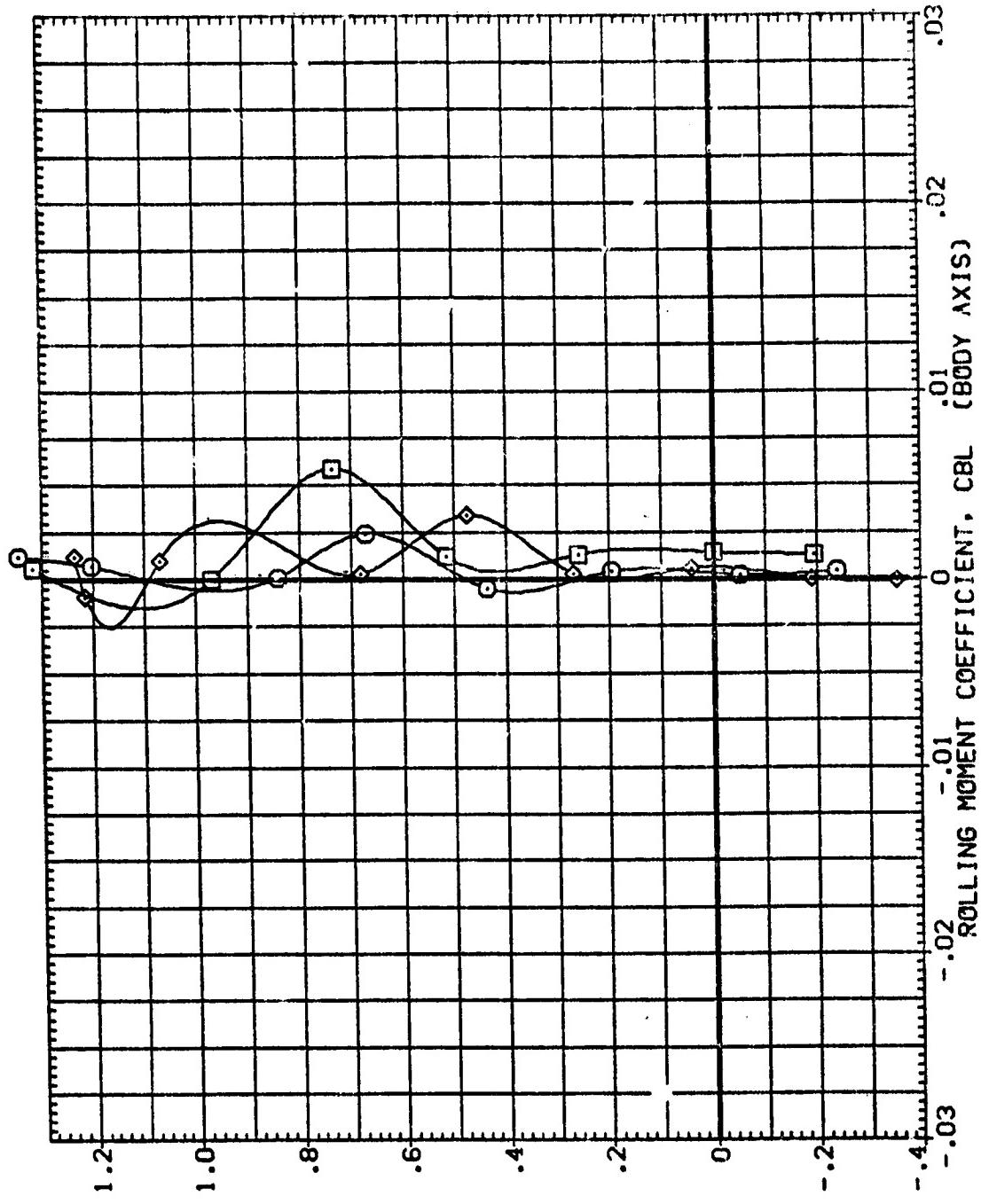
LIFT COEFFICIENT, CL

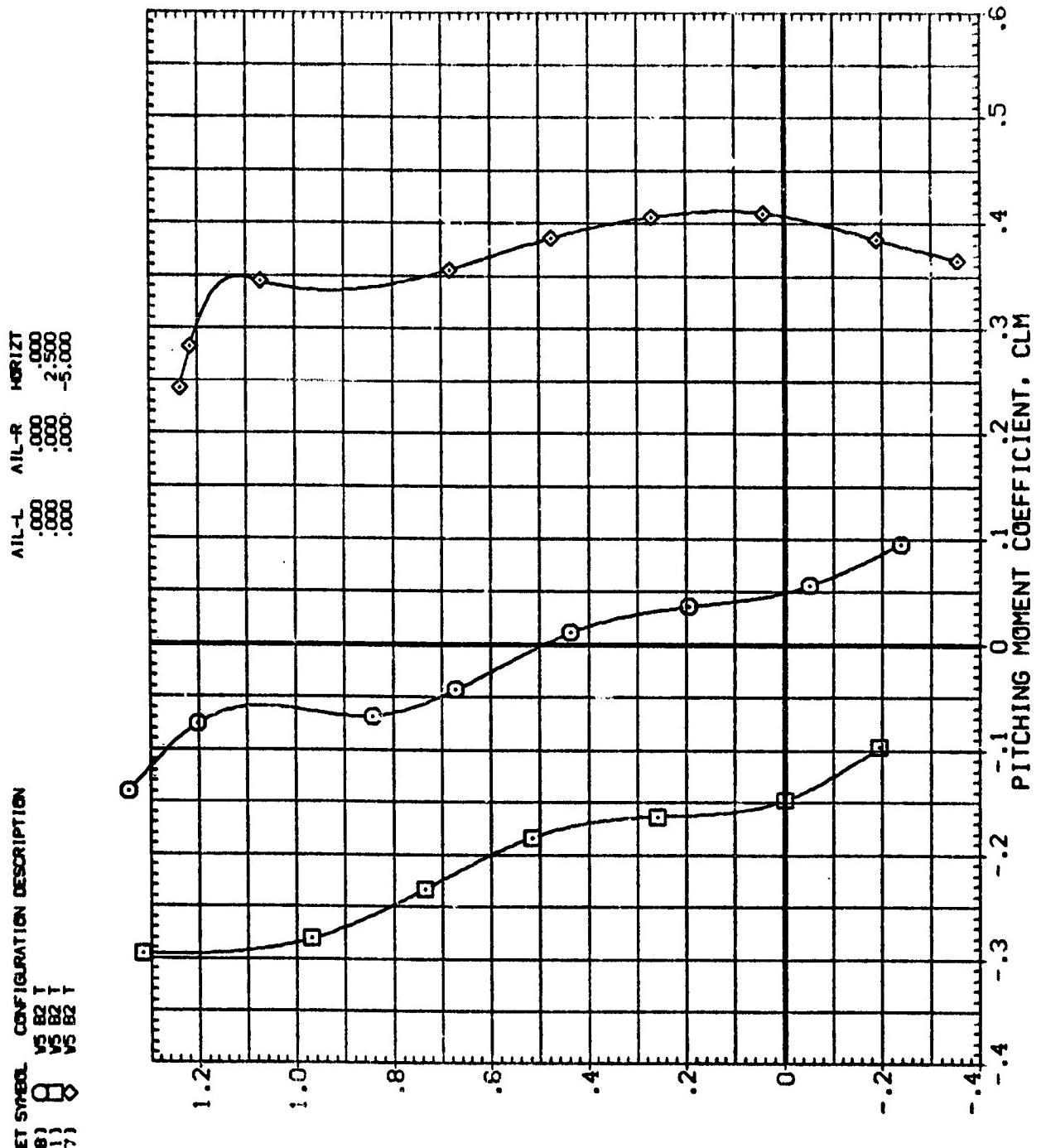
FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 0.0 DEG.
 (B)MACH = .70

PAGE 185

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DATA SET SYMBOL CONFIGURATION DESCRIPTION
(B9018) 8 VS B2 T
(Z40001) 8 VS B2 T
(Z40127) 8 VS B2 T





LIFT COEFFICIENT. CL

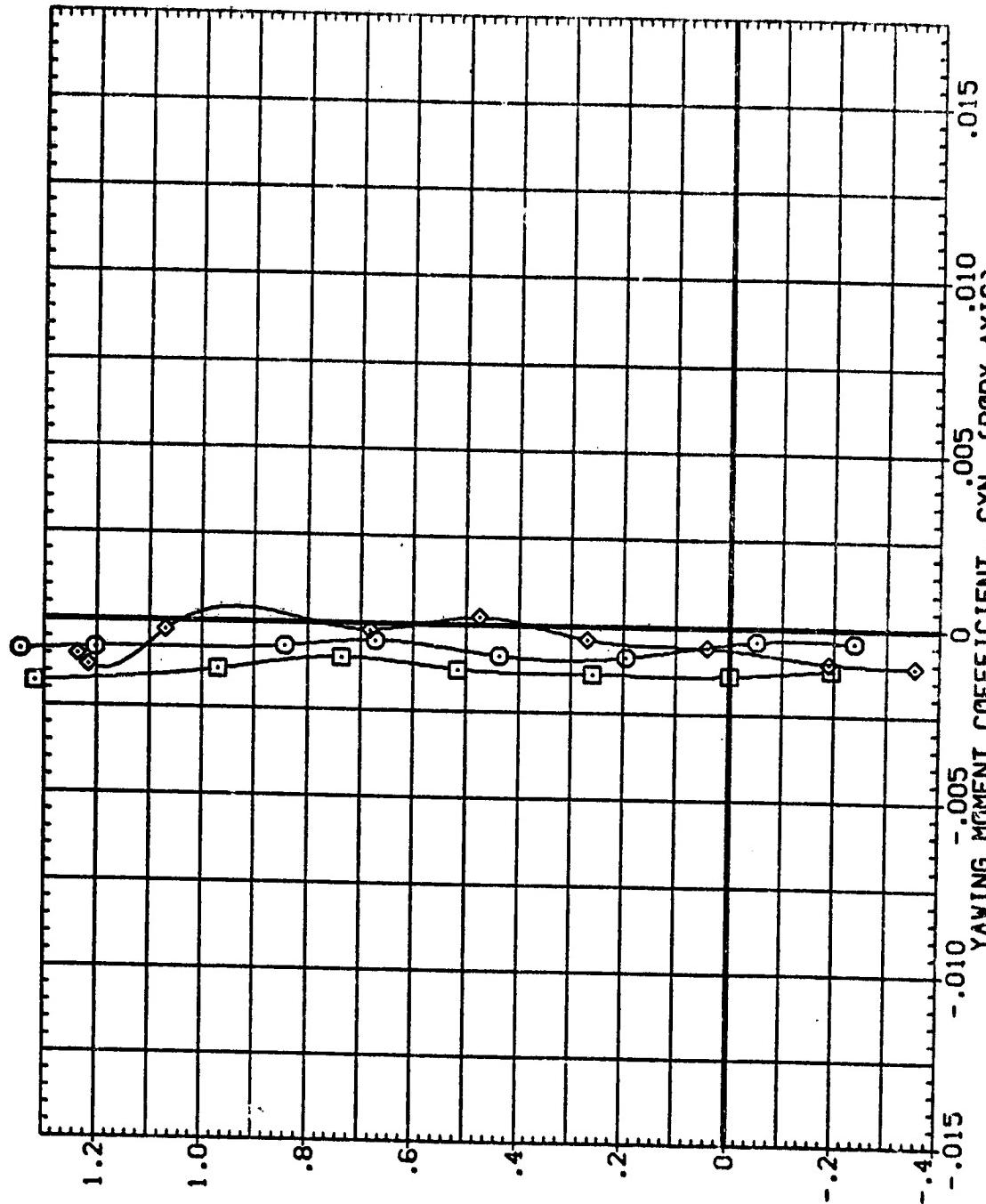
DATA SET SYMBOL	CONFIGURATION DESCRIPTION
BAQ118	Y5 B2 T
ZAD001	Y5 B2 T
ZAD002	Y5 B2 T
ZAD027	Y5 B2 T

AIR-L	AIR-R	HORIZT
.000	.000	.000
.000	.000	2.500
.000	.000	-5.000

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 0.0 DEG.

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (B2G16) V5 B2 T
 (ZAG001) V5 B2 T
 (ZAG027) V5 B2 T

	AIL-L	AIL-R	HORIZT
(B2G16)	.000	.000	.000
(ZAG001)	.000	.000	2.500
(ZAG027)	.000	.000	-5.000



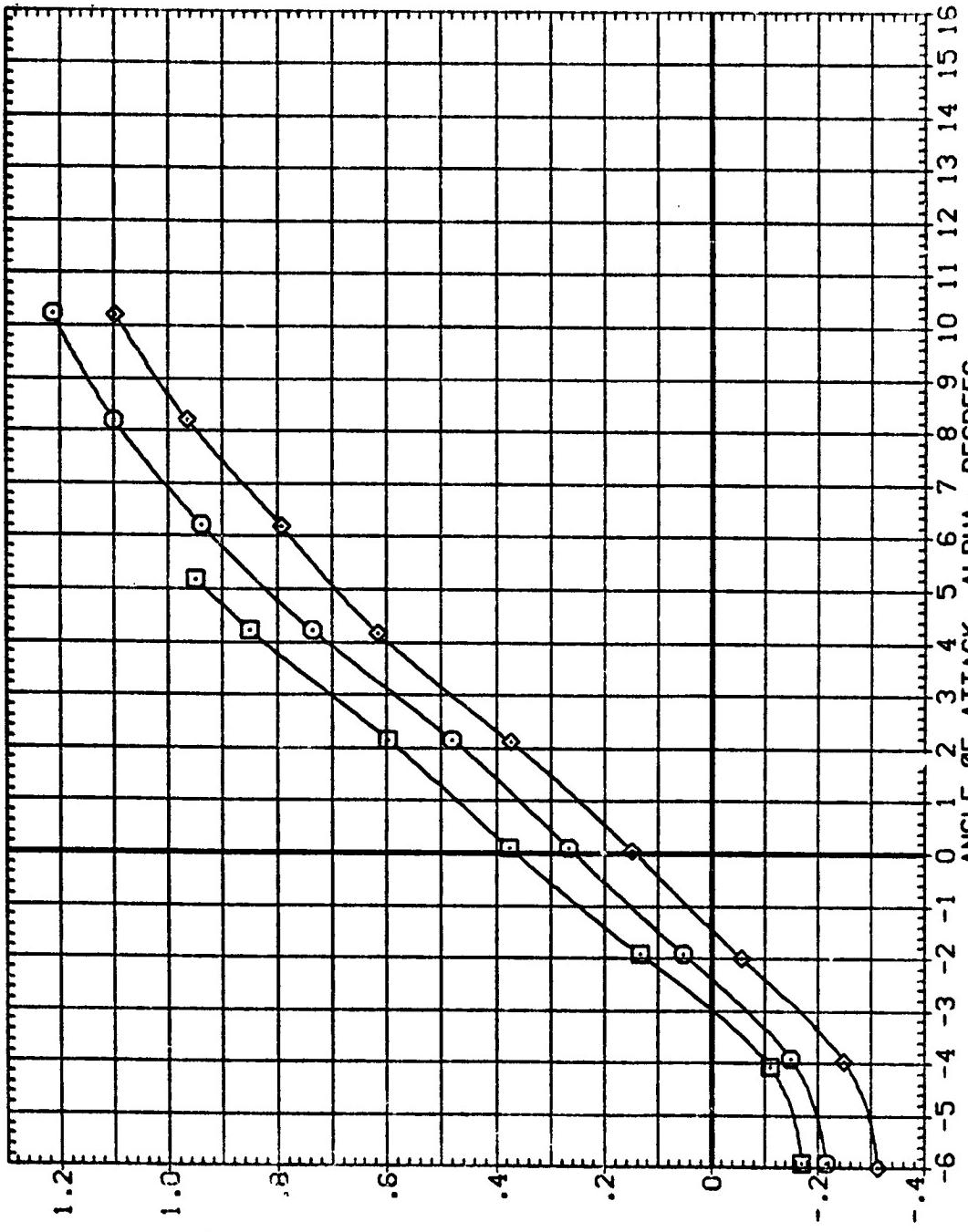
LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SNEEP = 0.0 DEG.
 $(B)MACH = .70$

PAGE 188

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (B9018) VS B2 T
 (2A0001) VS B2 T
 (2A0127)

AIL-L AIL-R HORZT
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



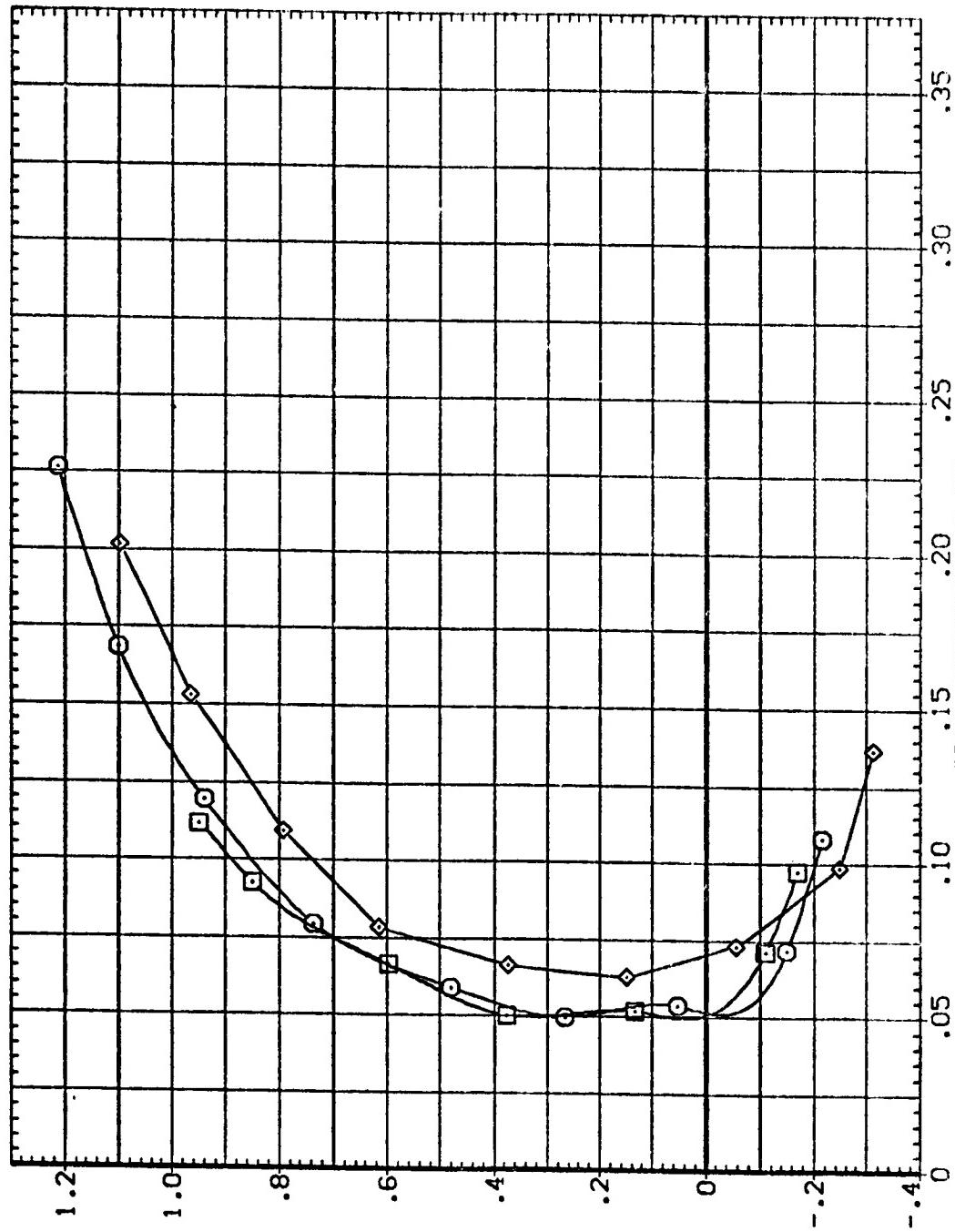
LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 0.0 DEG.
 (C)MACH = .80

PAGE 185

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (BAG118) VS B2 T
 (ZAG001) VS B2 T
 (ZAG127) VS B2 T

AIL-L AIL-R HORIZT
 .000 .000 .000
 .000 .000 -2.500
 .000 .000 -5.000

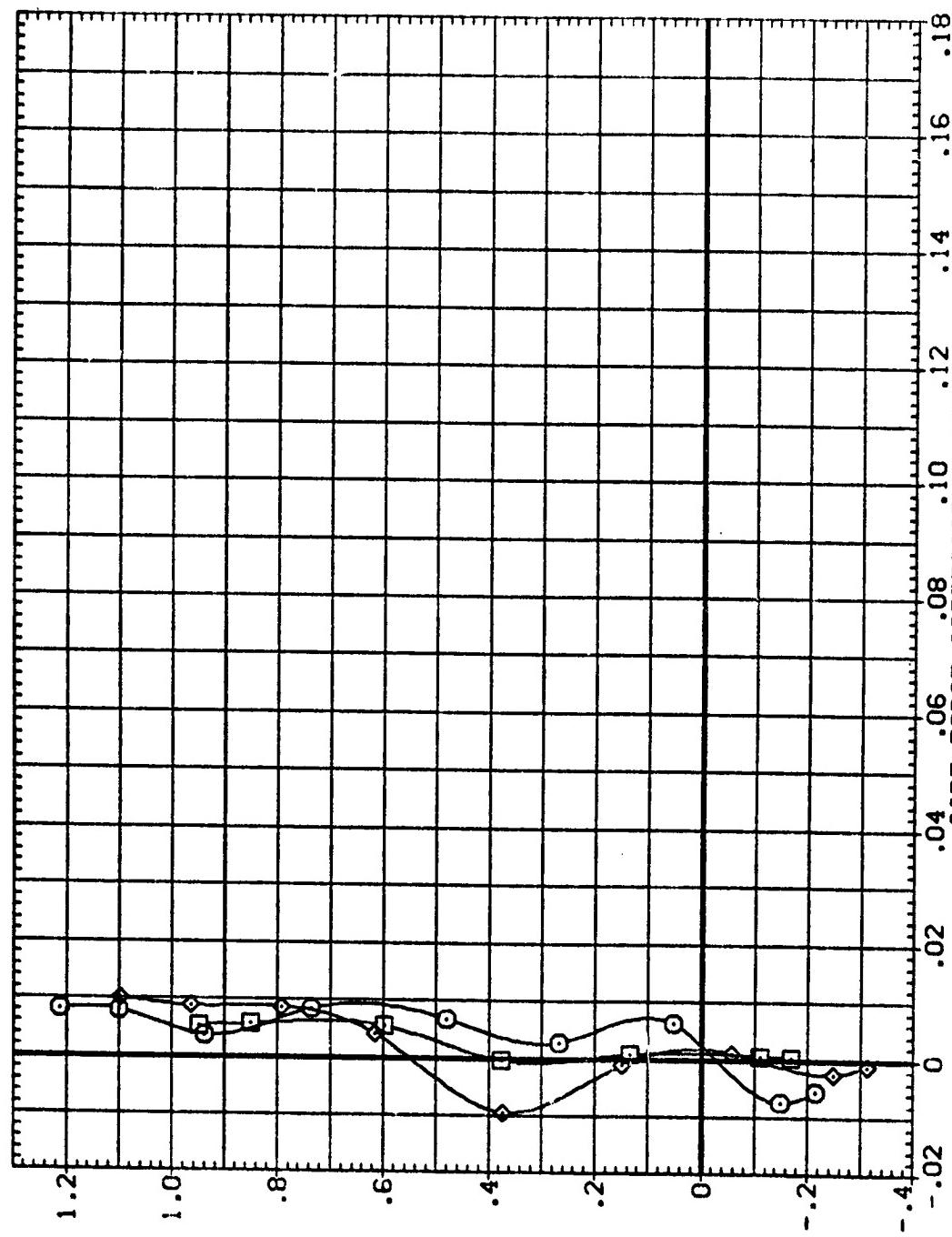


LIFT COEFFICIENT, CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 0.0 DEG.
 (C)MACH = .80
 PAGE 180

DATA SET SYMBOL CONFIRMATION DESCRIPTION
 {BAG118} 15 82 1
 {ZAG001} 15 82 1
 {ZAG127} 15 82 1

AIR-L AIR-R HORIZT
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 0.0 DEG.
 (C)MACH = .80

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 {BAQ118} VS B2 T
 {ZAQ001} VS B2 T
 {ZAO127} VS B2 T

	AIL-L	AIL-R	HORIZT
{BAQ118}	.000	.000	.000
{ZAQ001}	.000	.000	2.500
{ZAO127}	.000	.000	-5.000

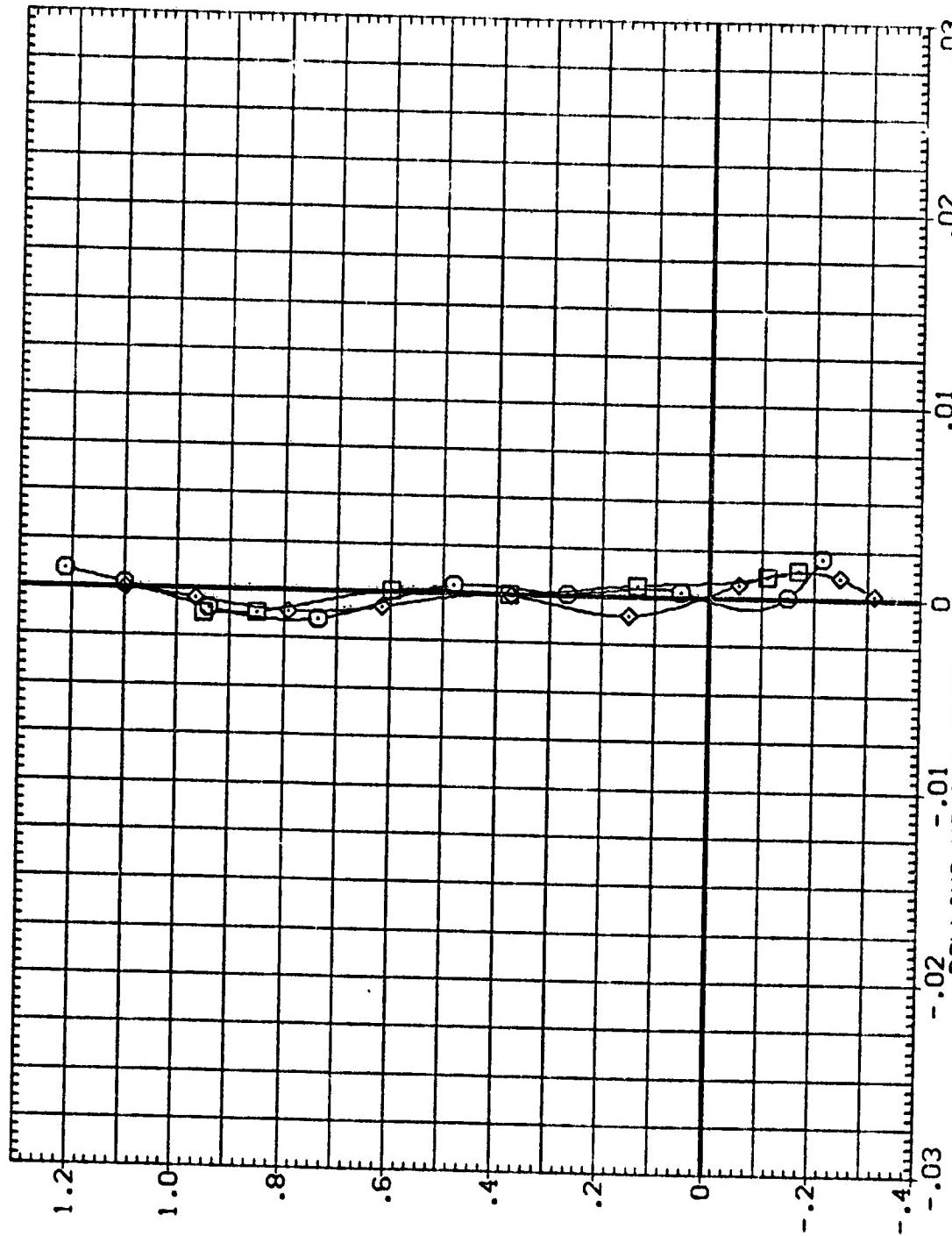


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 0.0 DEG.
 $(C)MACH = .80$

PAGE 192

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (BAD118) \square VS 82 1
 (ZAD001) \diamond VS 82 1
 (ZAD127) \circ VS 82 1

	AIL-L	AIL-R	HORIZ.
(BAD118)	.000	.000	.000
(ZAD001)	.000	.000	2.500
(ZAD127)	.000	.000	-5.000

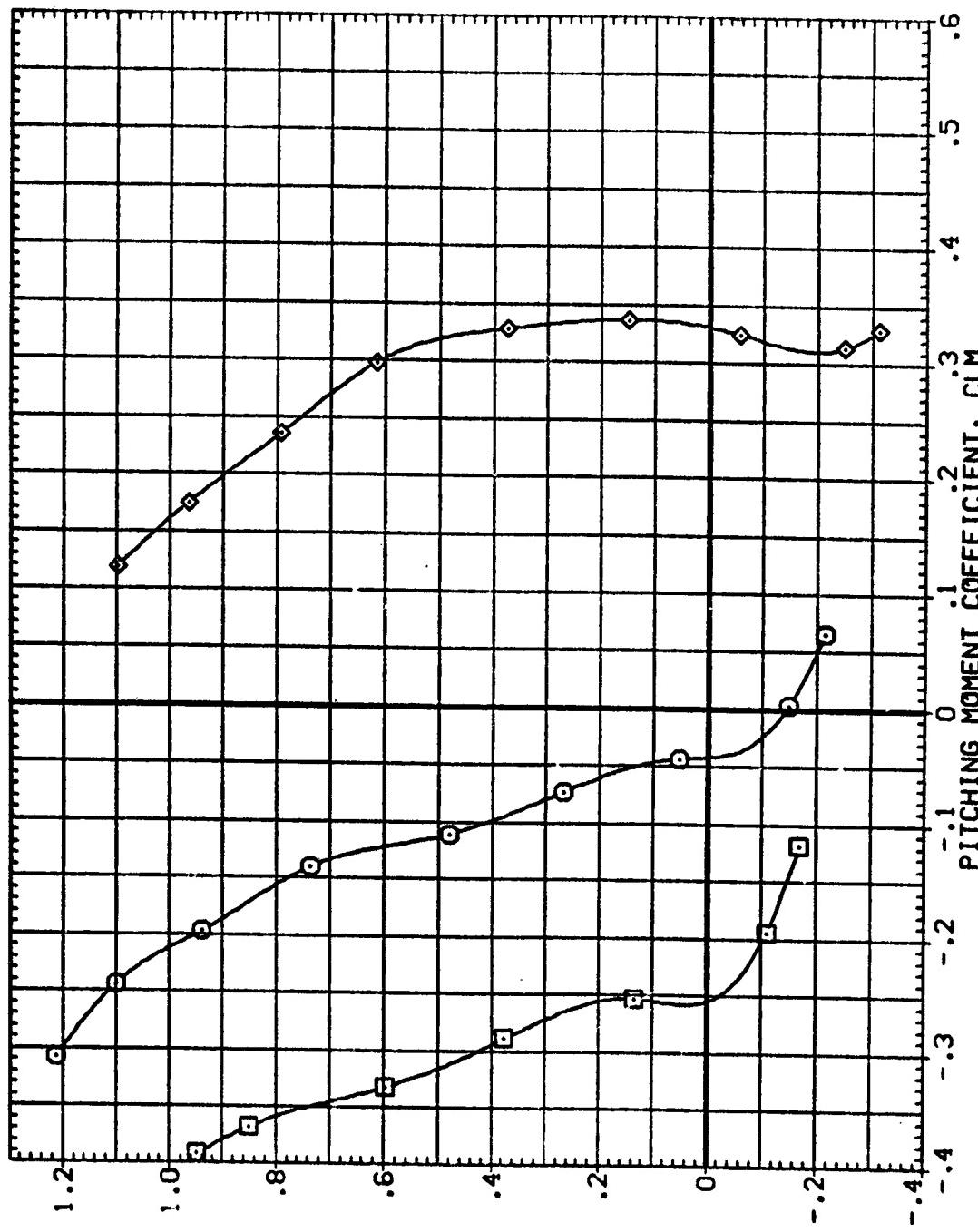
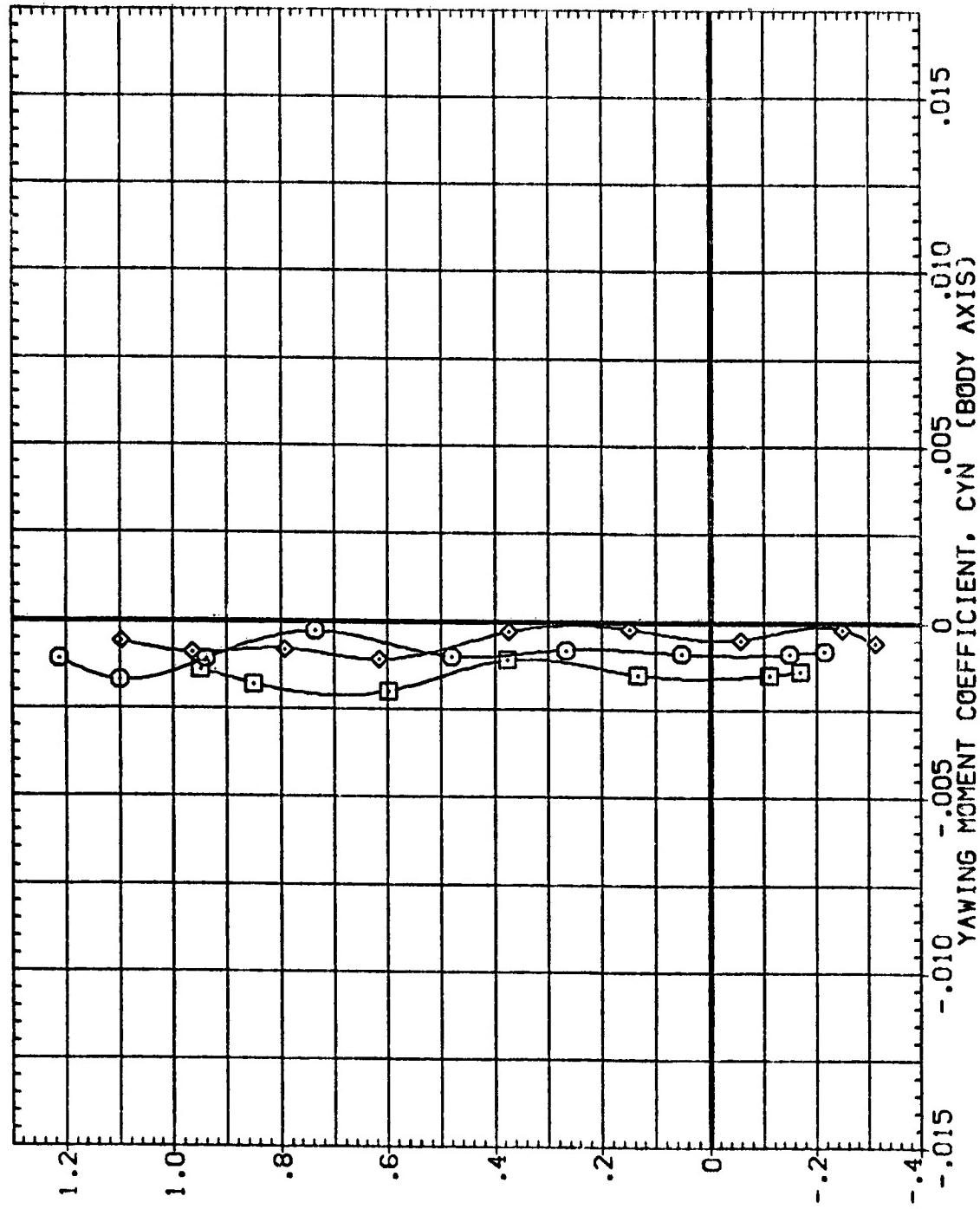


FIG. 6 AERO. CHARACTERISTICS IN PITCH. EFFECT OF TAIL DEFLECT., SWEEP = 0.0 DEG.
 (C_{MACH} = .80)

DATA SET SYMBOL CONFIGURATION DESCRIPTION

{BAG018}	V5 B2 T
{ZAG001}	V5 B2 T
{ZAG027}	V5 B2 T

AIL-L AIL-R HORZT
.000 .000 .000
.000 .000 2.500
.000 .000 -5.000



LIFT COEFFICIENT, CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 0.0 DEG.
MACH = .80

PAGE 194

DATA SET SYMBOL CONFIGURATION DESCRIPTION

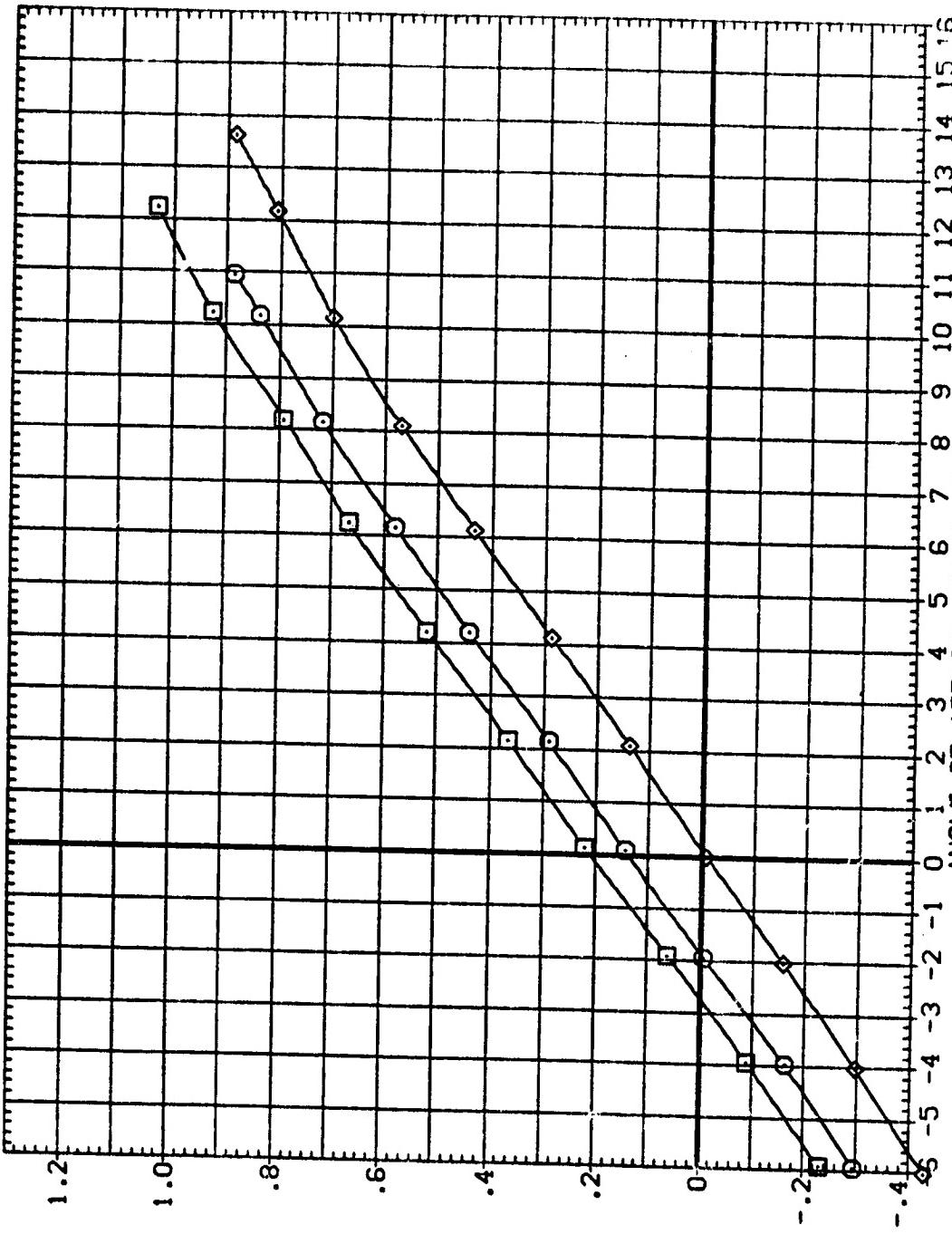
(300110)		V5 B2 T	AIR-L.	AIR-R.	HORIZT
(200003)		V5 B2 T	.000	.000	.000
(200129)		V5 B2 T	.000	.000	2.500
			.000	.000	-5.000

AIR-L.
.000
.000
.000
.000

AIR-R.
.000
.000
.000
.000

HORIZT
.000
.000
.000
2.500

.000
.000
.000
-5.000



LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =45.0 DEG.
MACH = .70

DATA SET SOURCE CONFIGURATION DESCRIPTION

(BA0110)	V5 B2 T	HORIZT
(ZAO03)	V5 B2 T	
(ZAO129)	V5 B2 T	

AIL-L	AIL-R	HORIZT
.000	.000	.000
.000	.000	2.500
.000	.000	-5.000

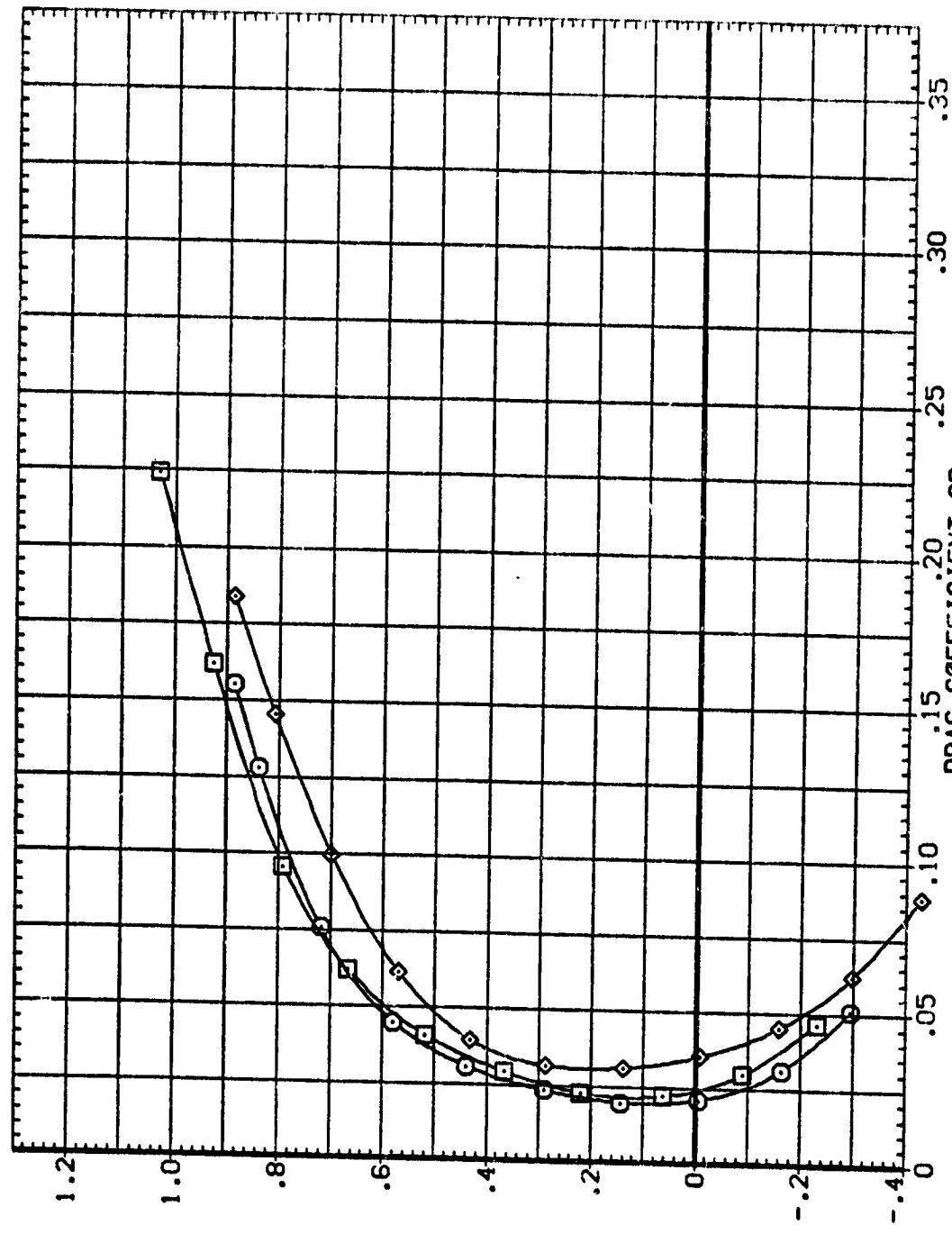
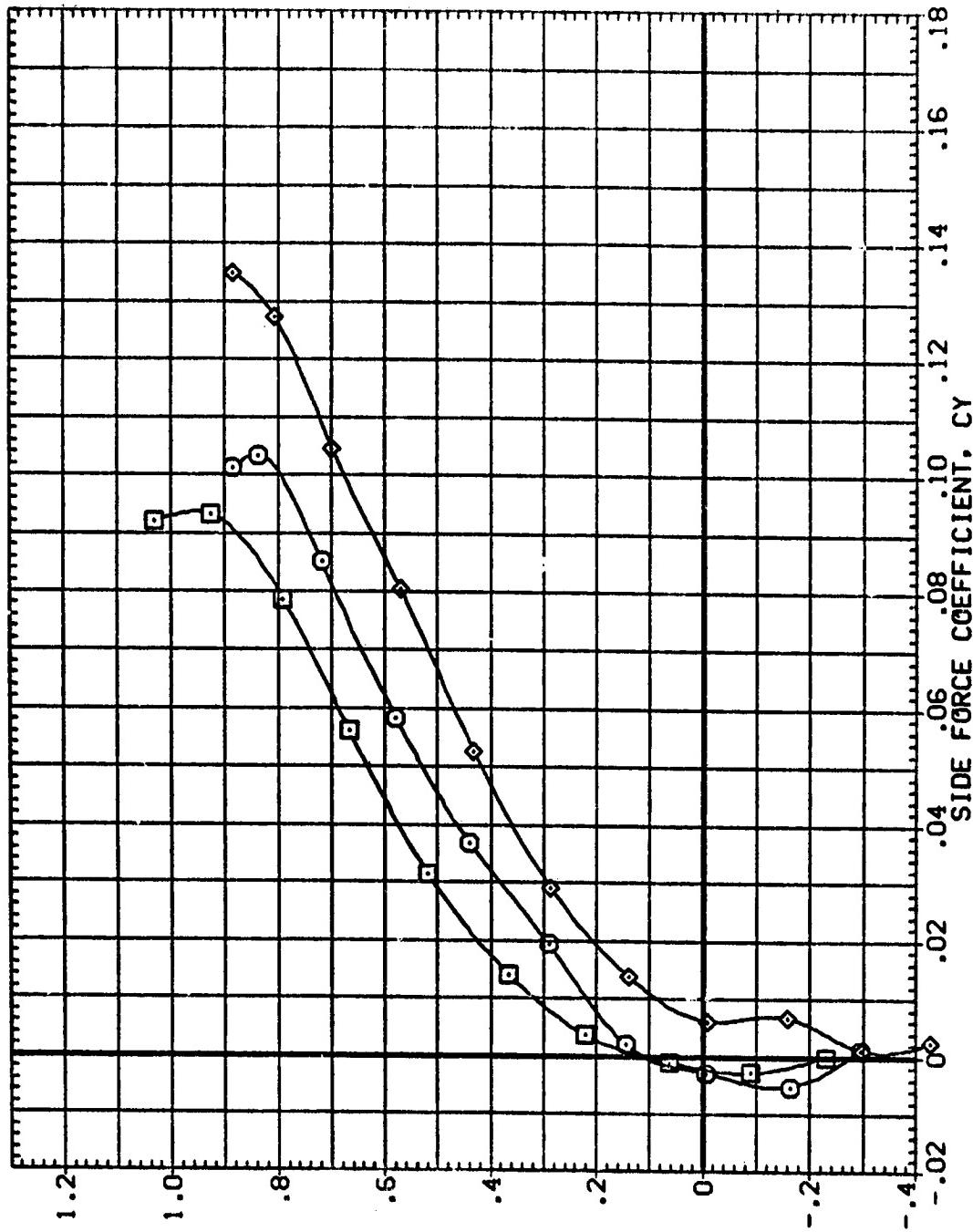


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 45.0 DEG.
 APPROX. = .70
 PAGE 195

DATA SET SWEEP CONFIGURATION DESCRIPTION
 (3AQ110) V3 B2 T
 (3AQ123) V3 B2 T
 (2AQ123) V3 B2 T

AIL-L AIL-R HORIZT
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 45.0 DEG.
 (MACH = .70

PAGE 197

DATA SET SYMBOL CONFIGURATION DESCRIPTION
15121 15121 15121 15121

AIR-L V_{REL} HORIZT
.000 .000 .000
.000 .000 .000
.000 .000 .000
.000 .000 .000

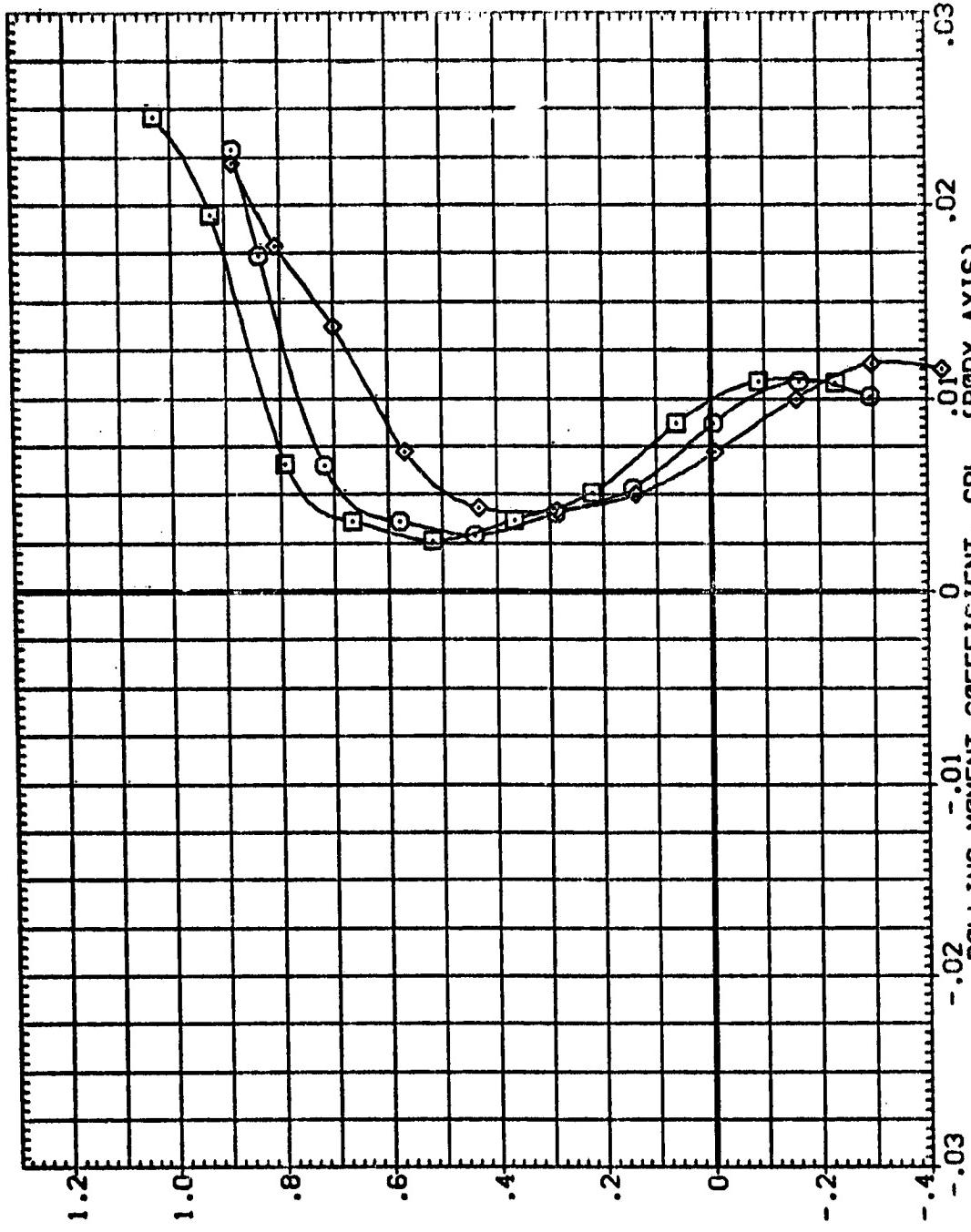


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 45.0 DEG.
AOMACH = .70

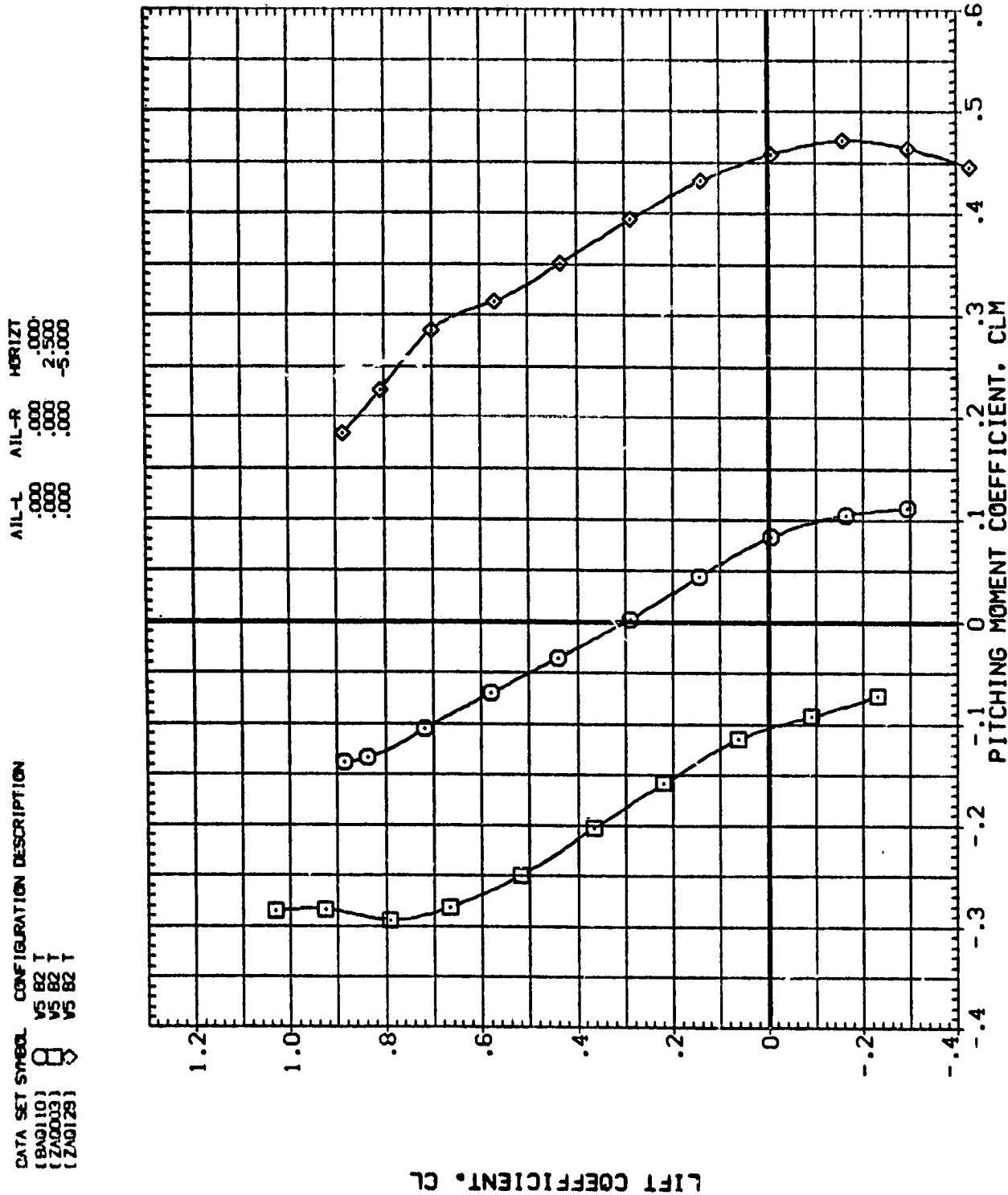
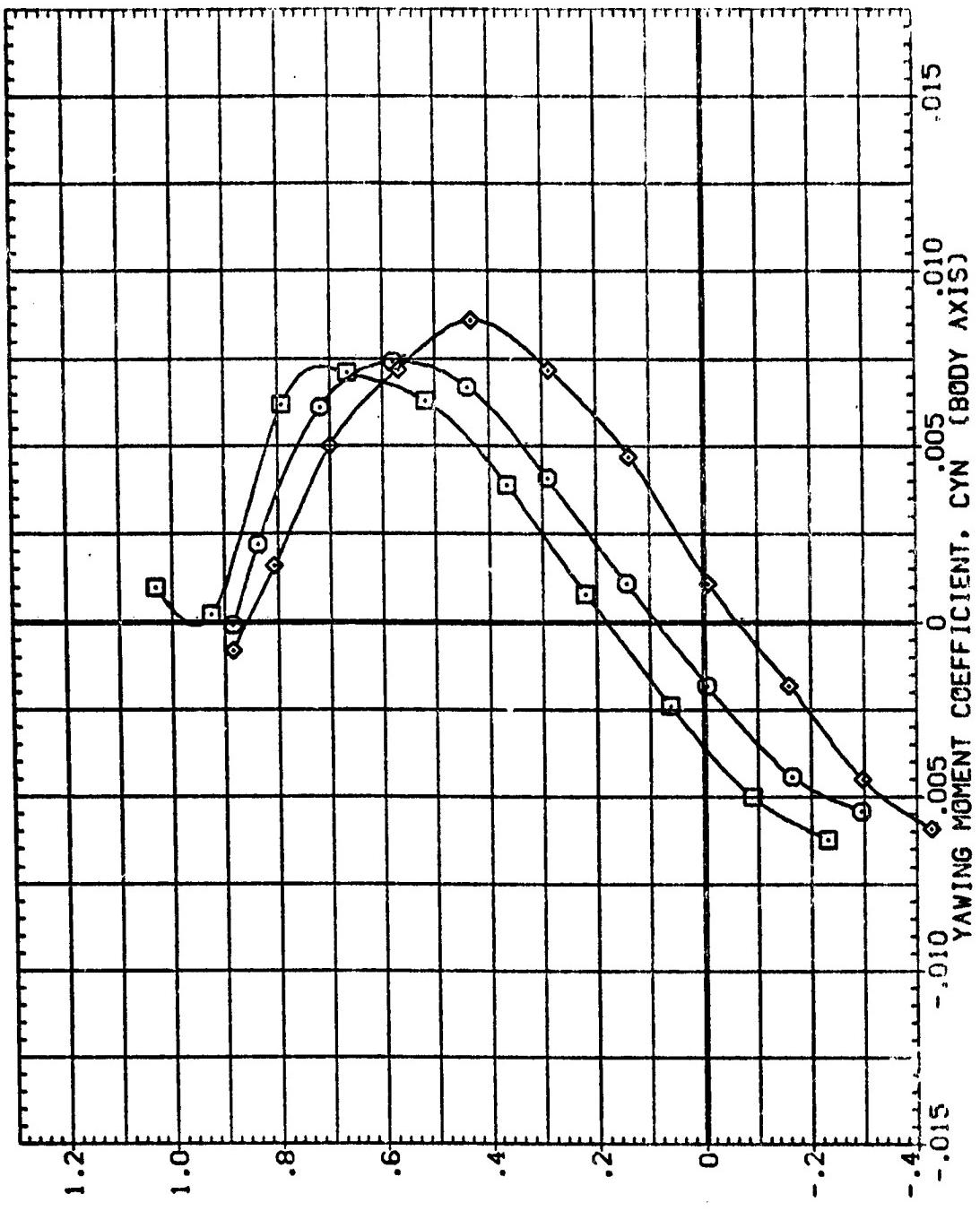


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET =45.0 DEG.
 $C_{MACH} = .70$

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (B00110) V5 B2 T
 (B00111) V5 B2 T
 (Z00003) V5 B2 T
 (Z00128)

AIL-L AIL-R HORIZT
 .000 .000 2.500
 .000 .000 -5.000
 .000 .000

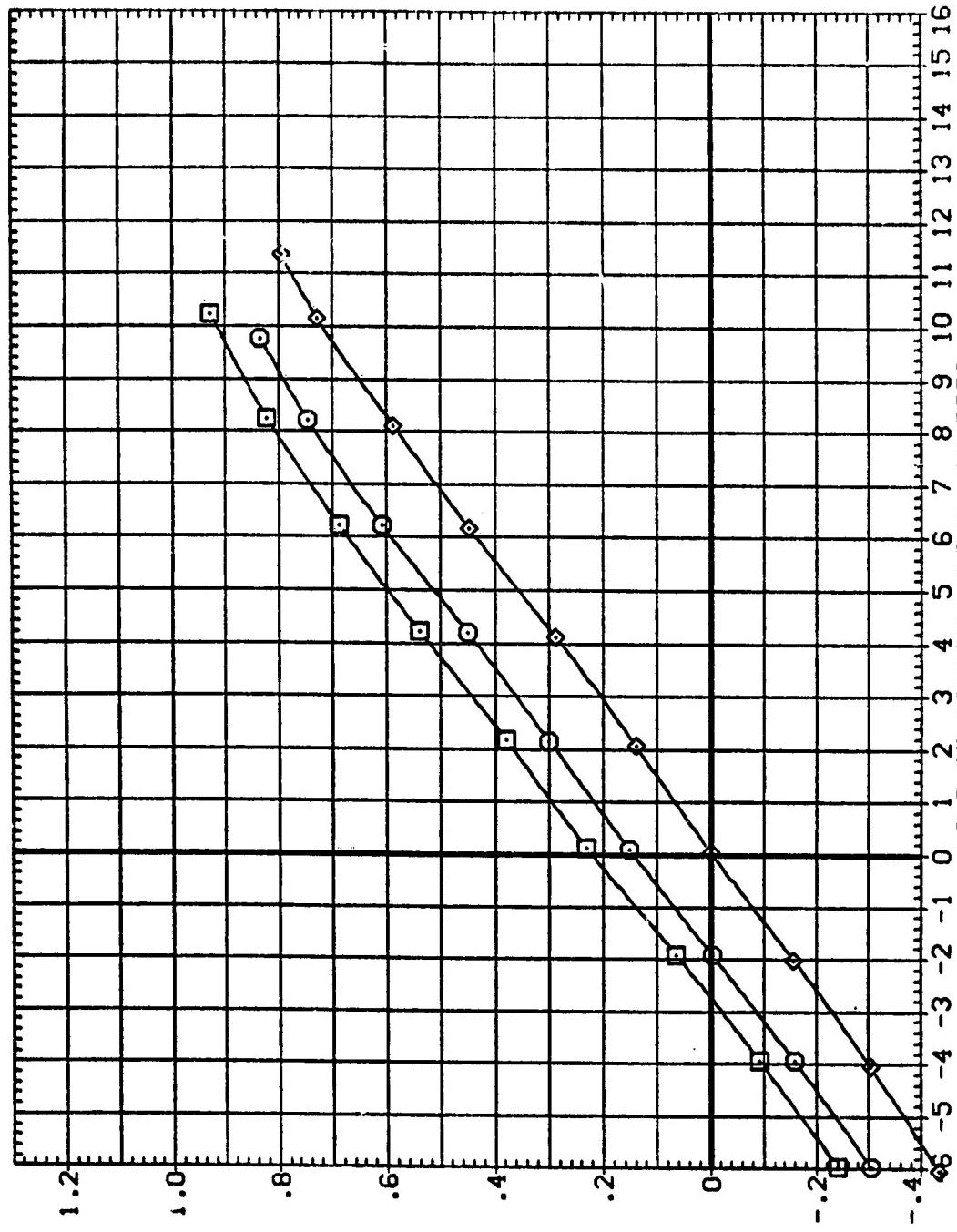


LIFT COEFFICIENT, CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 45.0 DEG.
 (MACH = .70) PAGE 200

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (BAG10) V5 B2 1
 (BAG10) V5 B2 1
 (ZG12) V5 B2 1

AIL-L AIL-R HORIZT
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 45.0 DEG.
 (B)MACH = .80

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ORIGINAL PAGE IS POOR

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(B0010)	VS B2 T
(Z0003)	VS B2 T
(Z0029)	VS B2 T

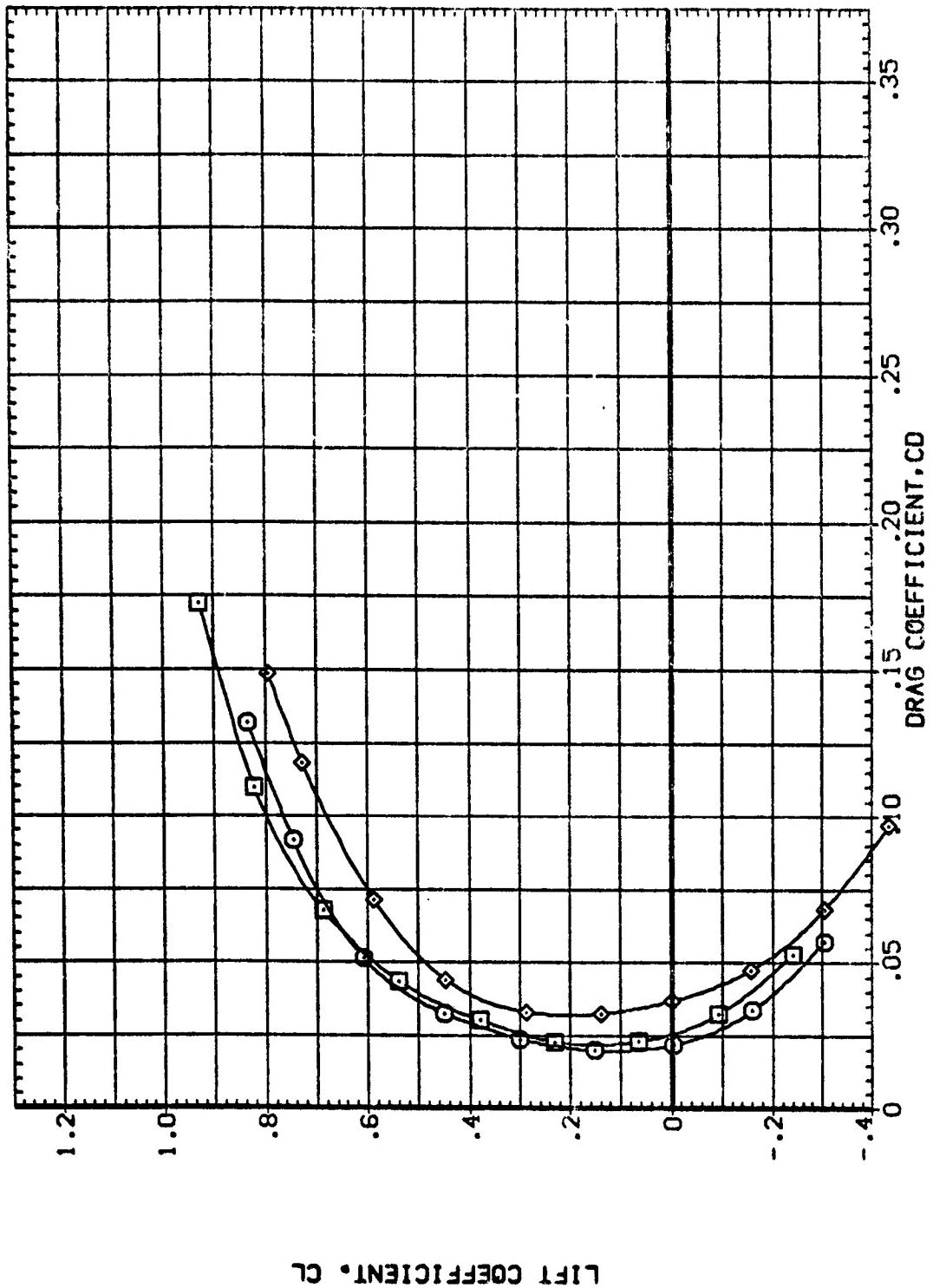
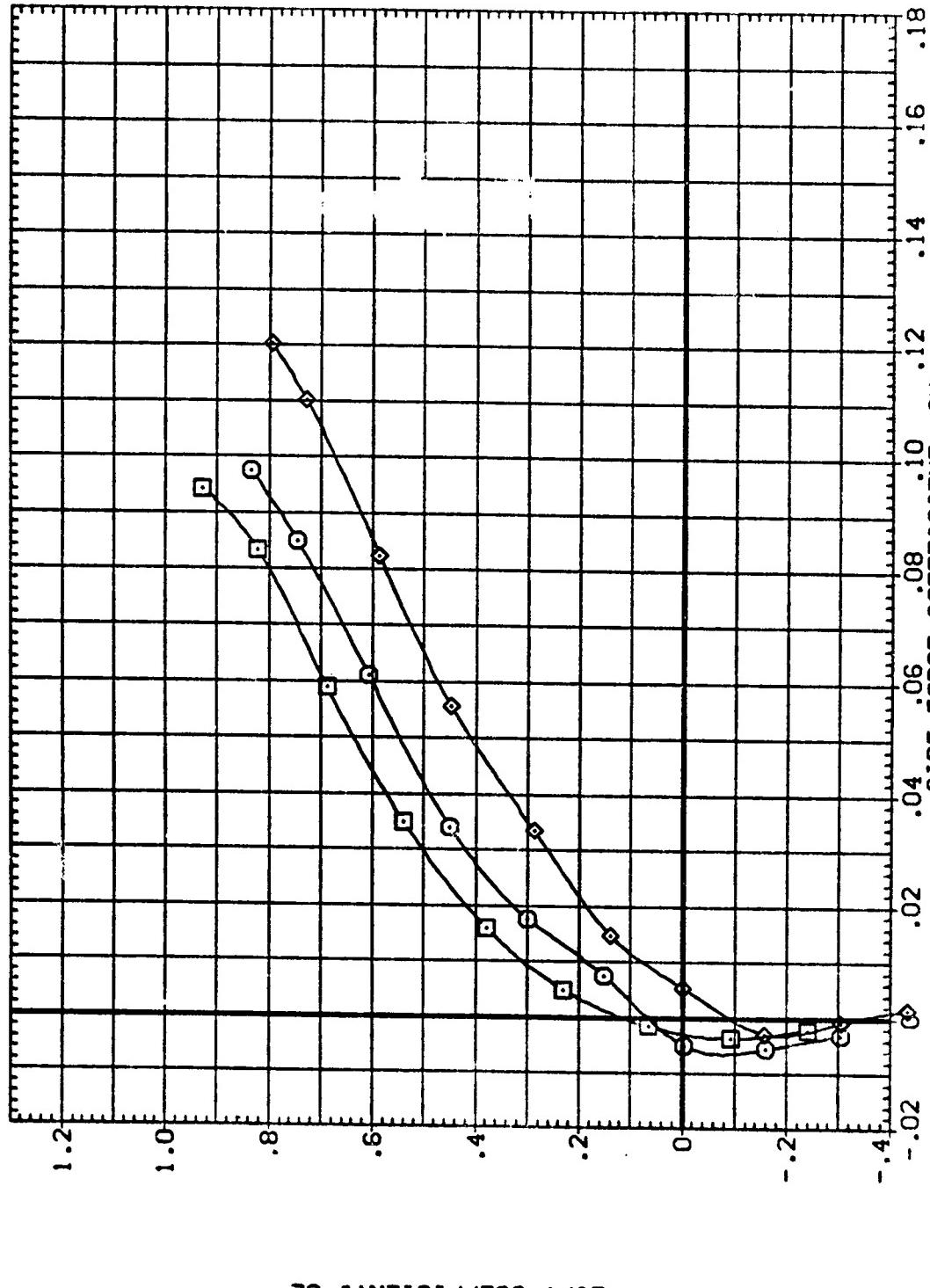


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 45.0 DEG,
(B)MACH = .80
PAGE 202

DATA SET NAME: CONFIGURATION DESCRIPTION
 VS B2 T
 VS B2 T
 VS B2 T
 VS B2 T
 VS B2 T

AIR-TL AIR-R HORIZT
 .000 .000 .000
 .000 .000 .2500
 .000 .000 -5.000



LIFT COEFFICIENT. CL

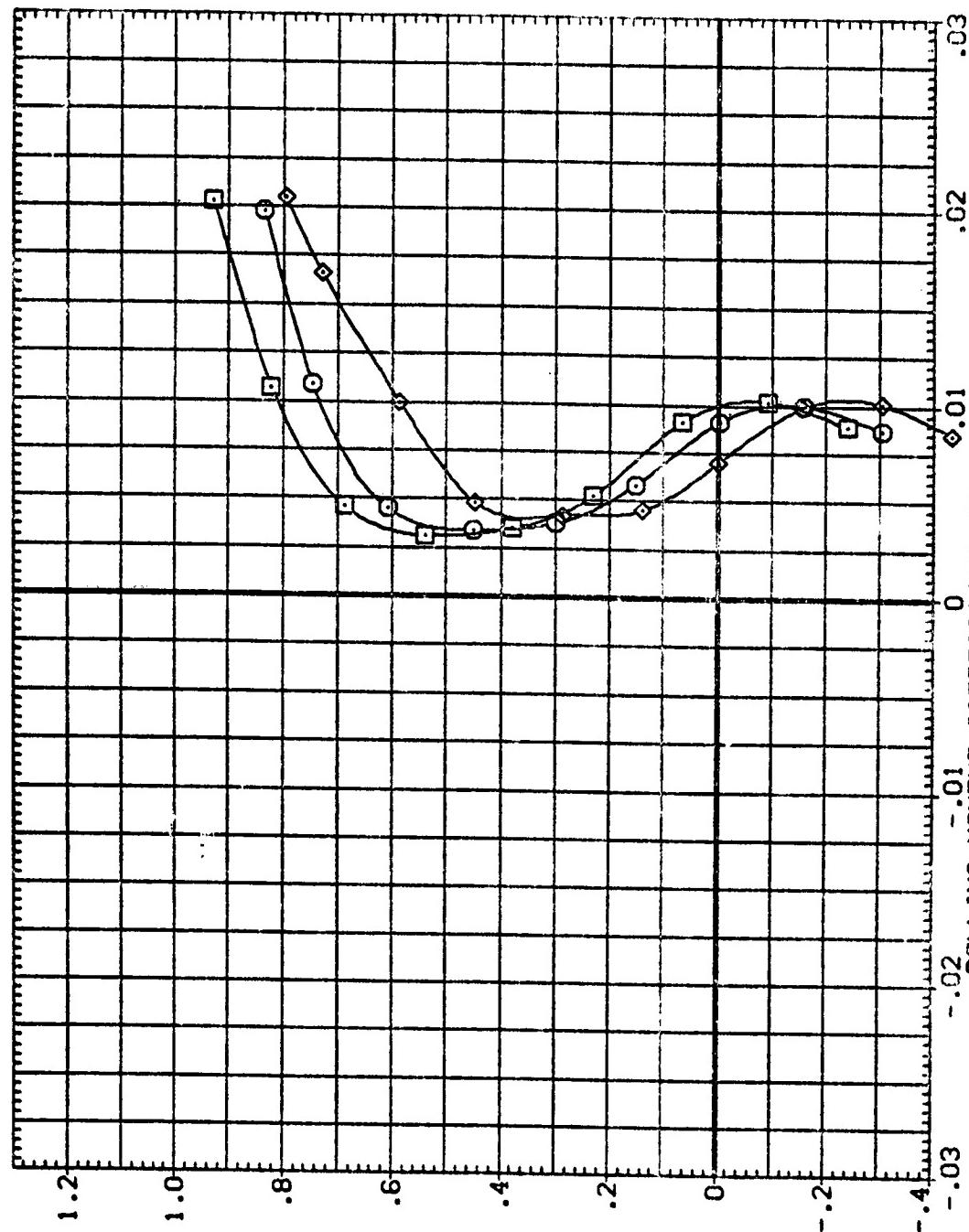
FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =45.0 DEG.

(@)MACH = .80

PAGE 203

DATA SET SPEED. CONFIGURATION DESCRIPTION
 (B0010) 8 V5 82 T
 (B0003) 3 V5 82 T
 (Z00129)

AIL-L AIL-R HORIZONTAL
 .000 .000 .000
 .000 .000 2.000
 .000 .000 -5.000



LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 45.0 DEG.
 (B)MACH = .80

PAGE 204

DATA SET SYMBOL CONFIGURATION DESCRIPTION

AIL-L	AIL-R	HORIZ
.000	.000	.000
.000	.000	2.500
.000	.000	-3.000

LIFT COEFFICIENT. CL

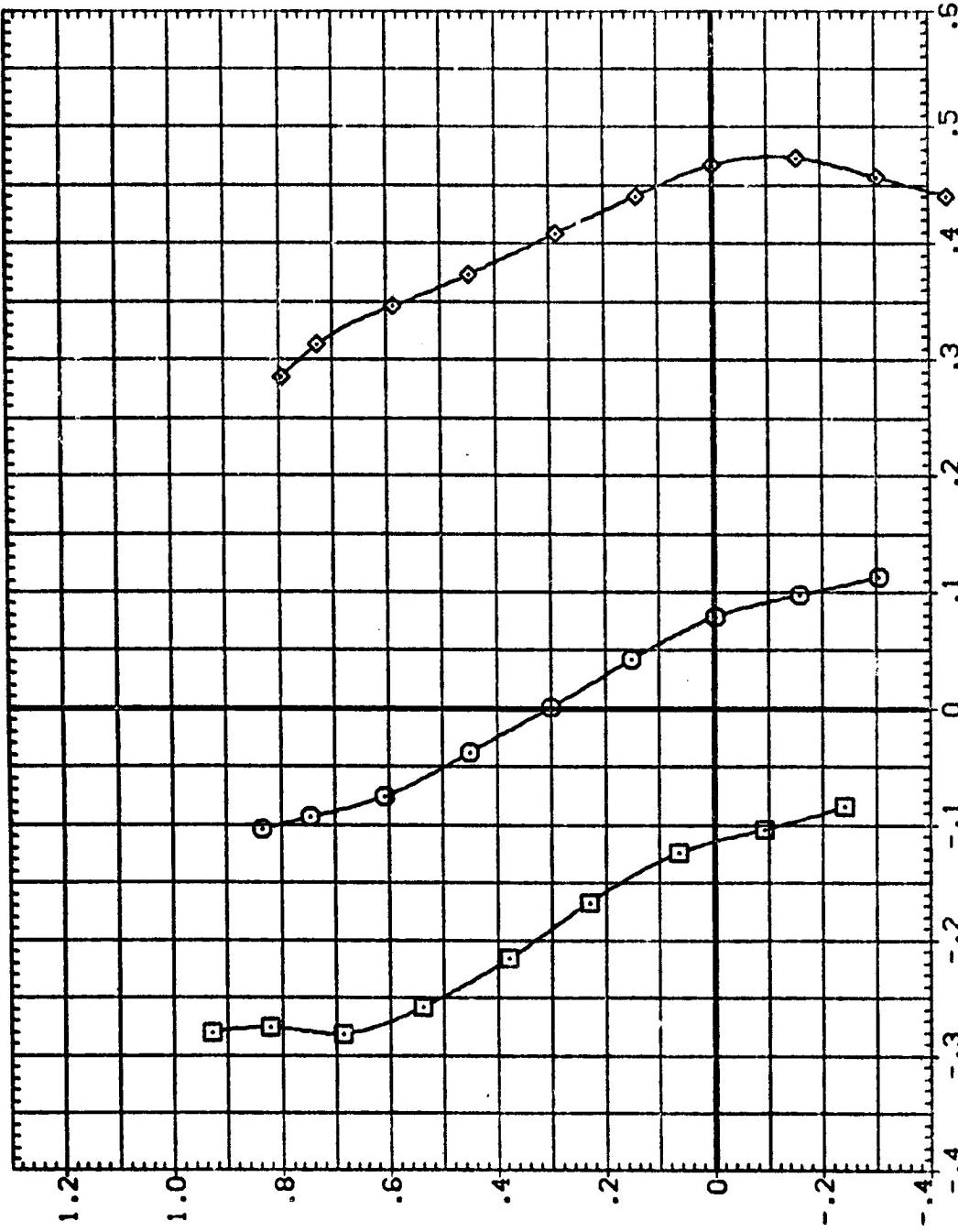


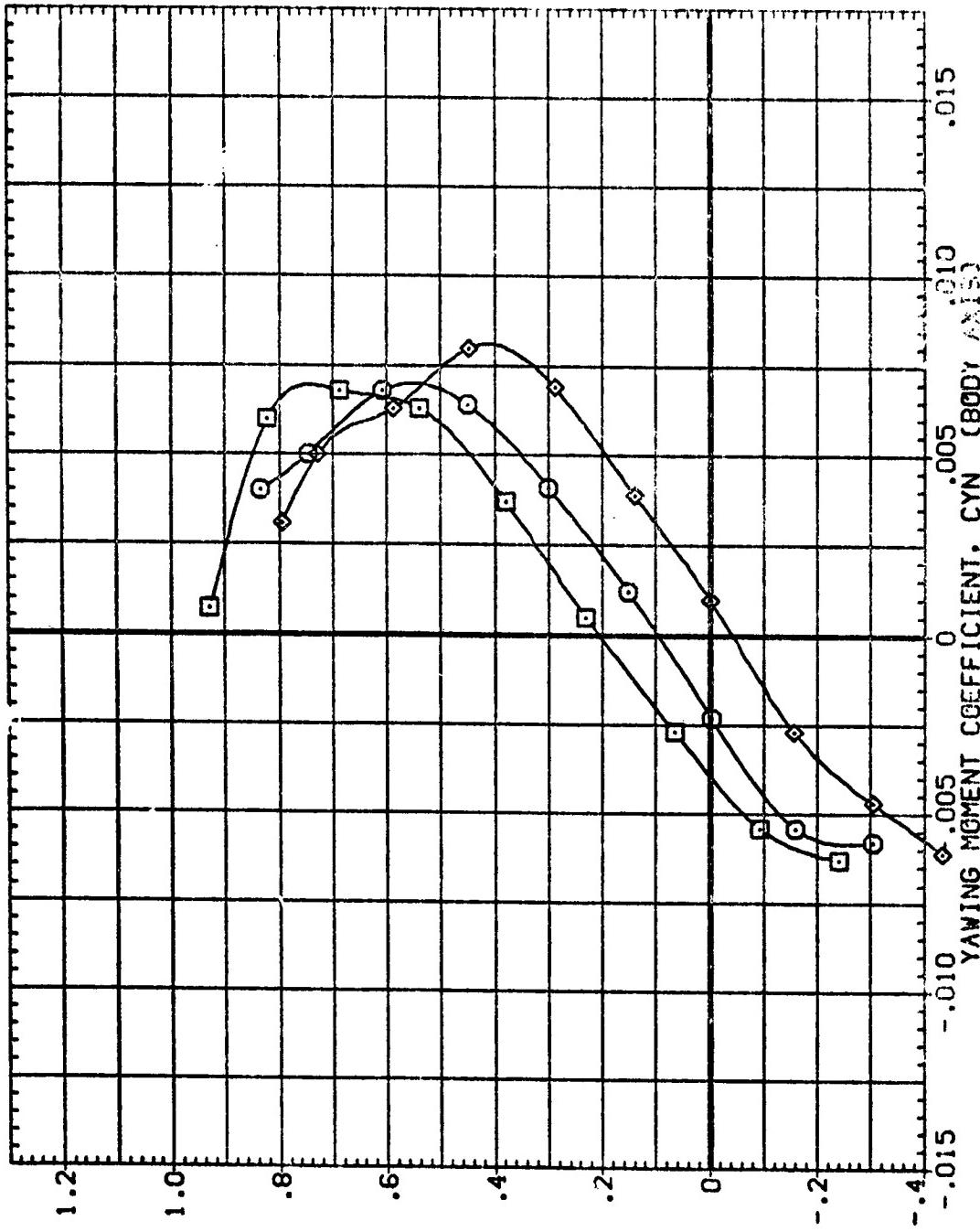
Fig. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 45.0 DEG.

(B)MACH = .80

PAGE 205

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 {BAG110} VS B2 1
 {ZAG003} VS B2 1
 {ZAG128} VS B2 1

AIL-L AIL-R HORIZT
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



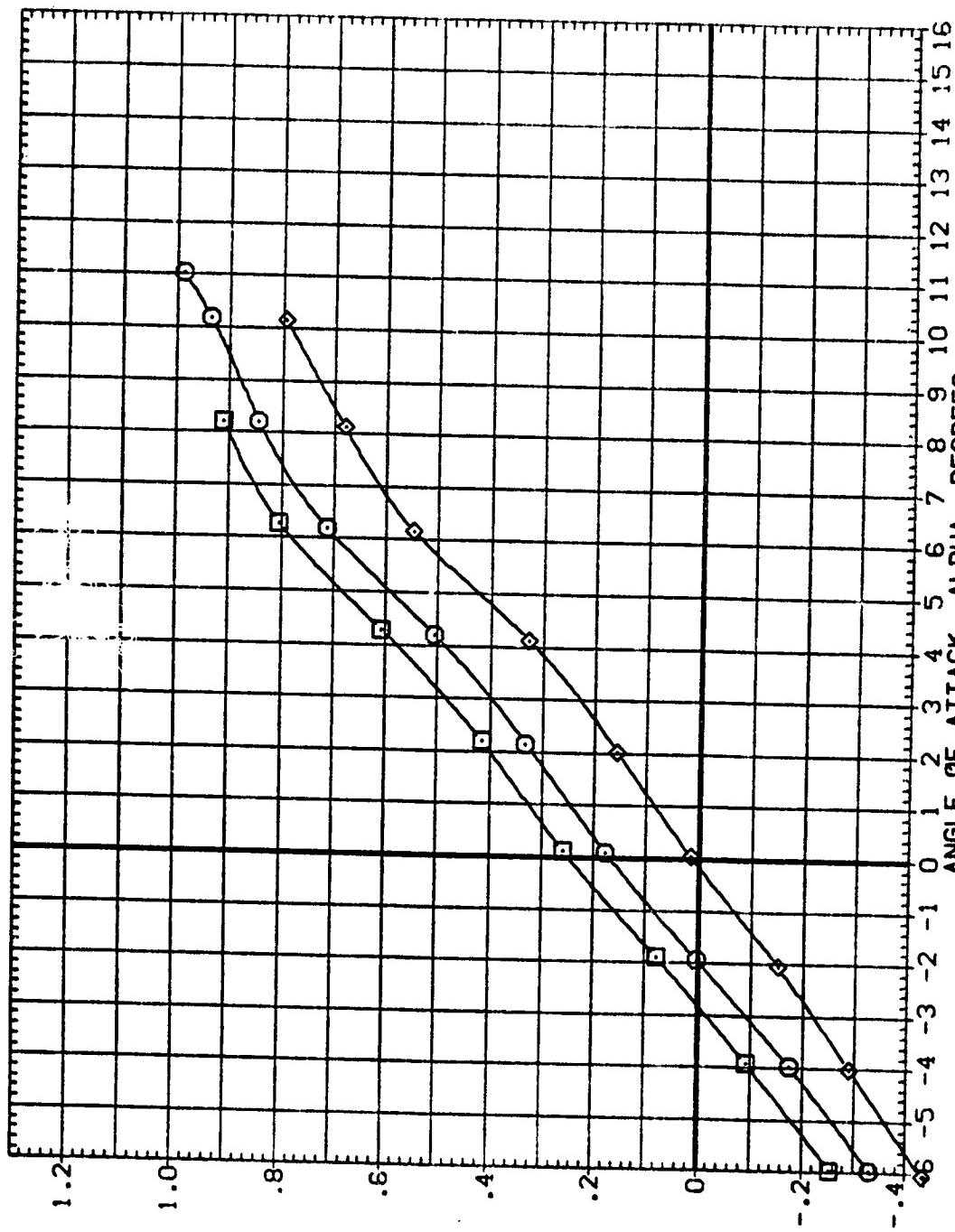
LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 45.0 DEG.
 (B)MACH = .80

PAGE 206

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ
{BAG110}	.000	.000	.000
{ZAD003}	.000	.000	2.500
{ZAD125}	.000	.000	-5.000

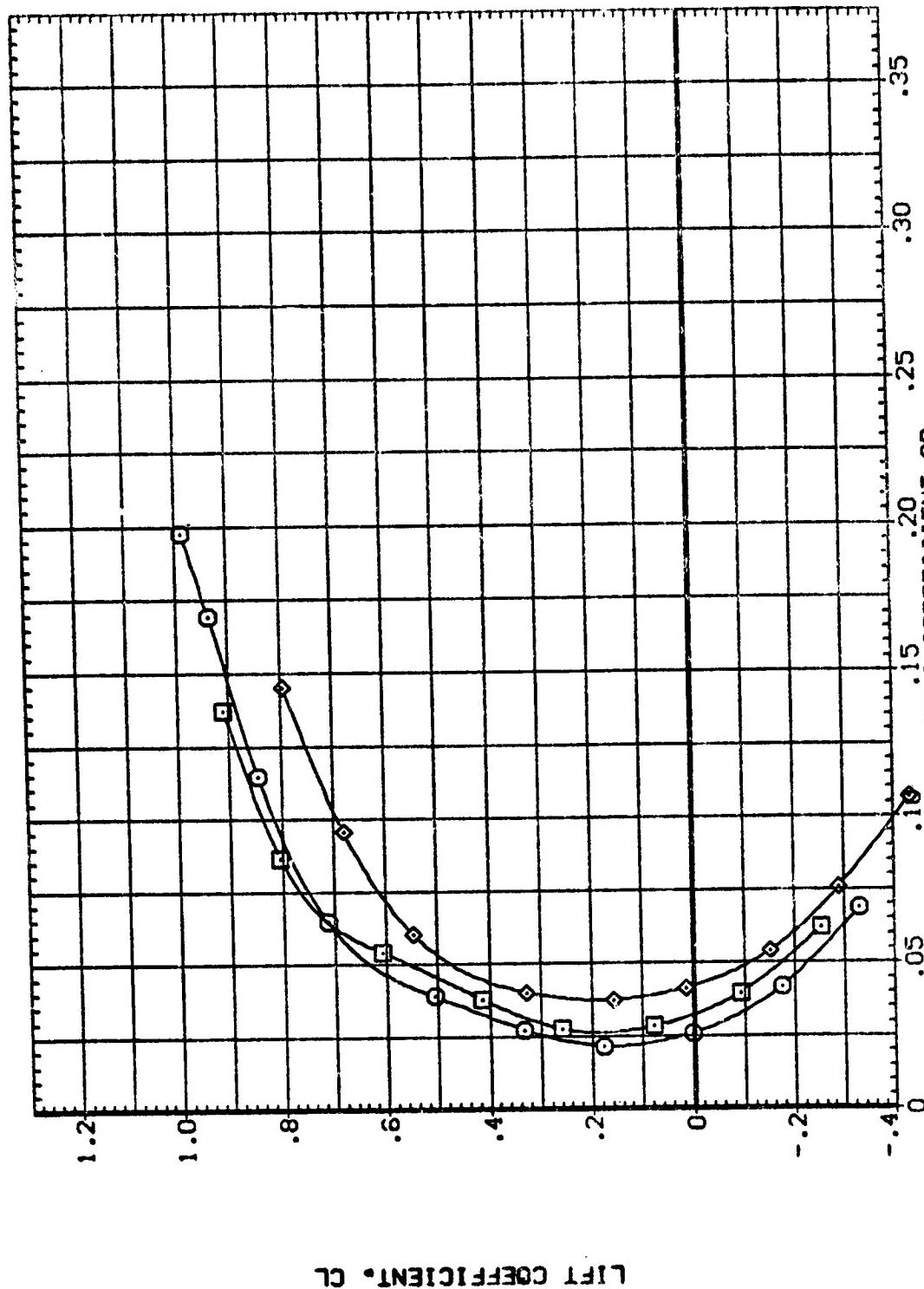


LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =45.0 DEG.
 (C_{MACH} = .95

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (BAG110) V5 B2 1
 (ZAG123) V5 B2 1
 (ZAG129) V5 B2 1

	AIL-L	AIL-R	HORIZT
(BAG110)	.000	.000	.2500
(ZAG123)	.000	.000	-.5000
(ZAG129)	.000	.000	

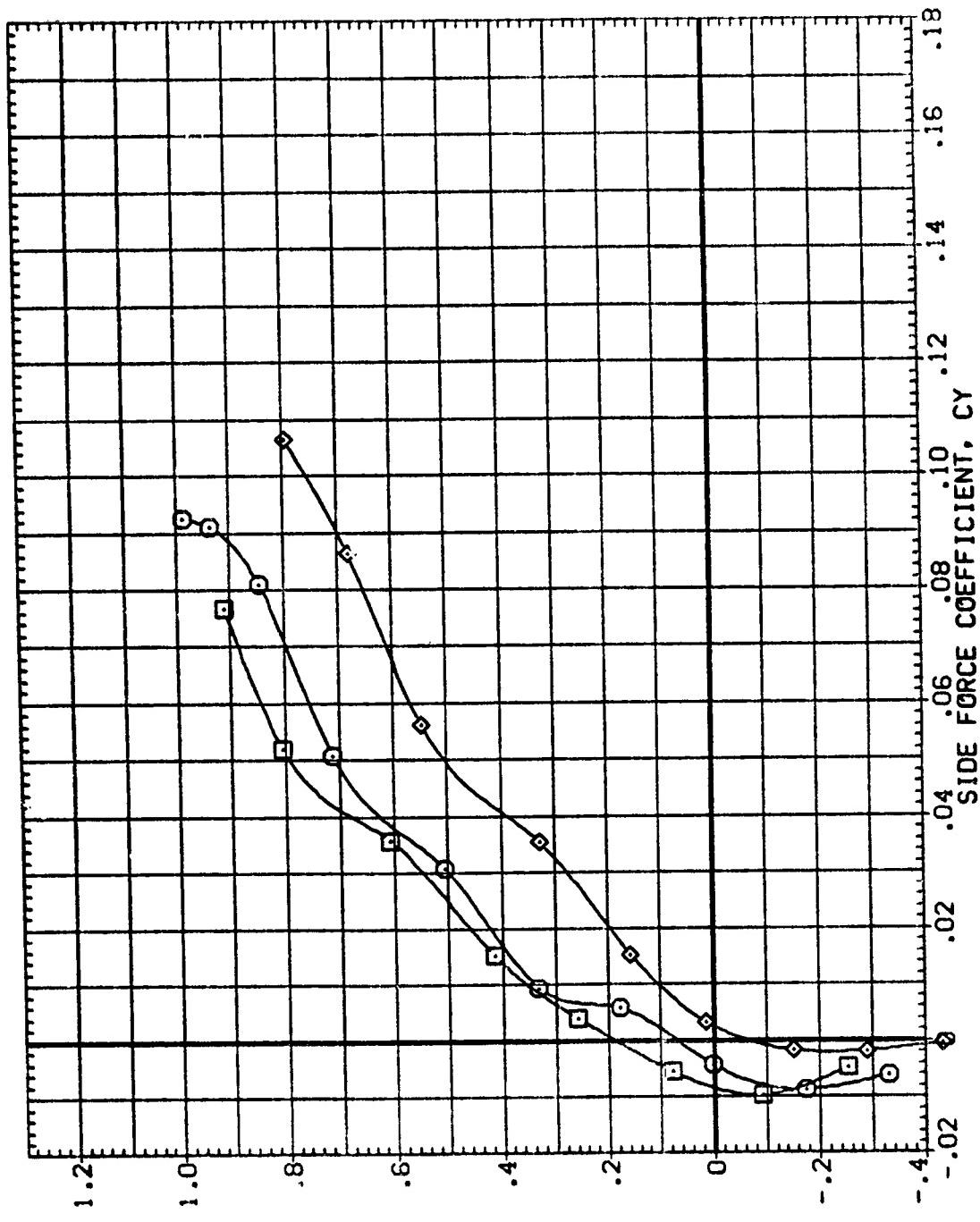


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ORIGINAL PAGE IS TOO DARK

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =45.0 DEG.
 (C)MACH = .95
 PAGE 208

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (SAG110) VS 82 T
 (ZAG003) VS 82 T
 (ZAG129) VS 82 T

AIL-T	AIL-R	HORIZT
.000	.000	.000
.000	.000	-2.500
.000	.000	-5.000



LIFT COEFFICIENT. CL

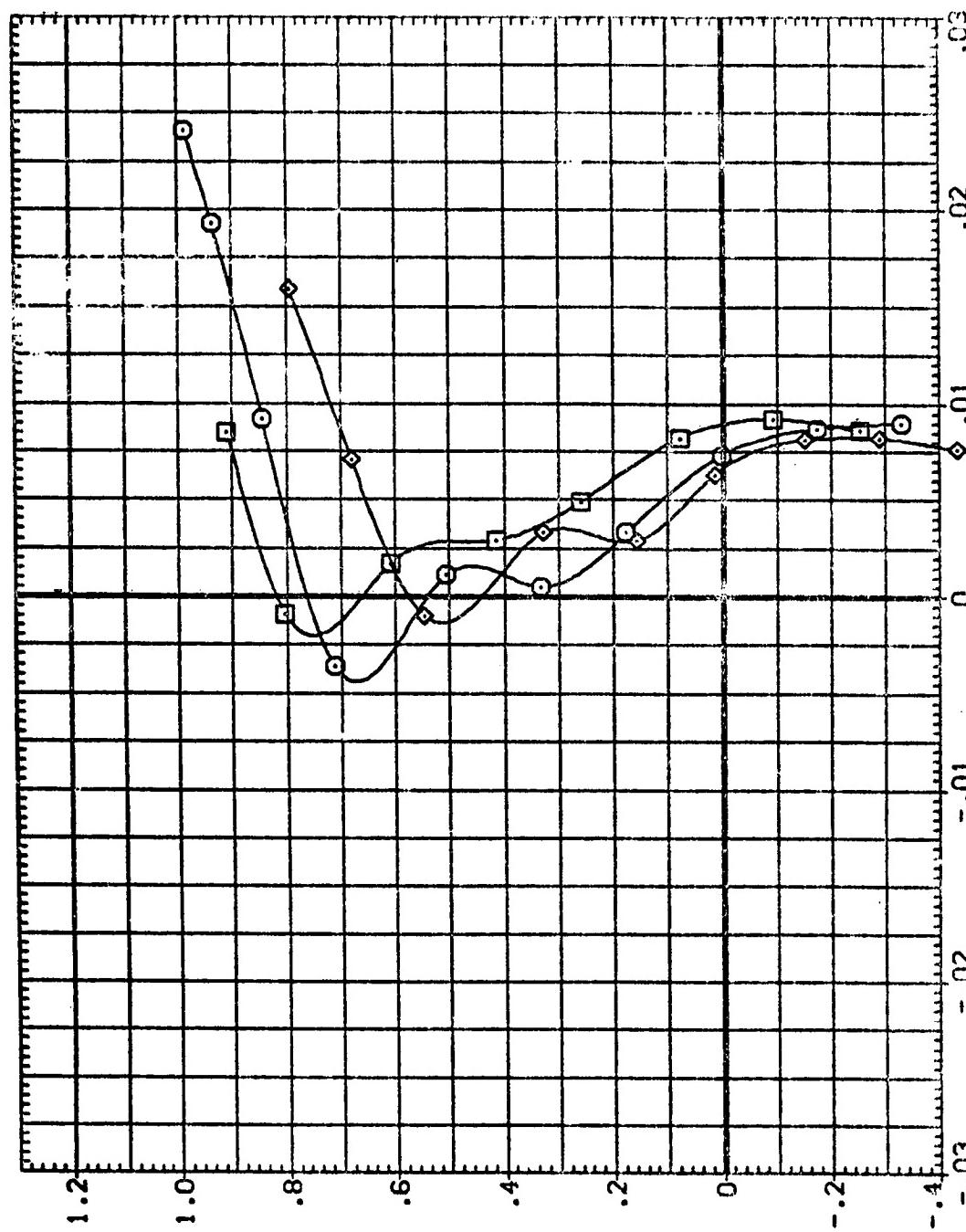
FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 45.0 DEG.

(C)MACH = .95

PAGE 209

DATA SET SWEEP. CONFIGURATION DESCRIPTION
 {BAGU0} VS B2 1
 {ZAGU0} VS B2 1
 {ZAGU2} VS B2 1

AIR-L AIR-R HORIZ.
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 45.0 DEG.
 ((C)MACH = .95
 PAGE 210

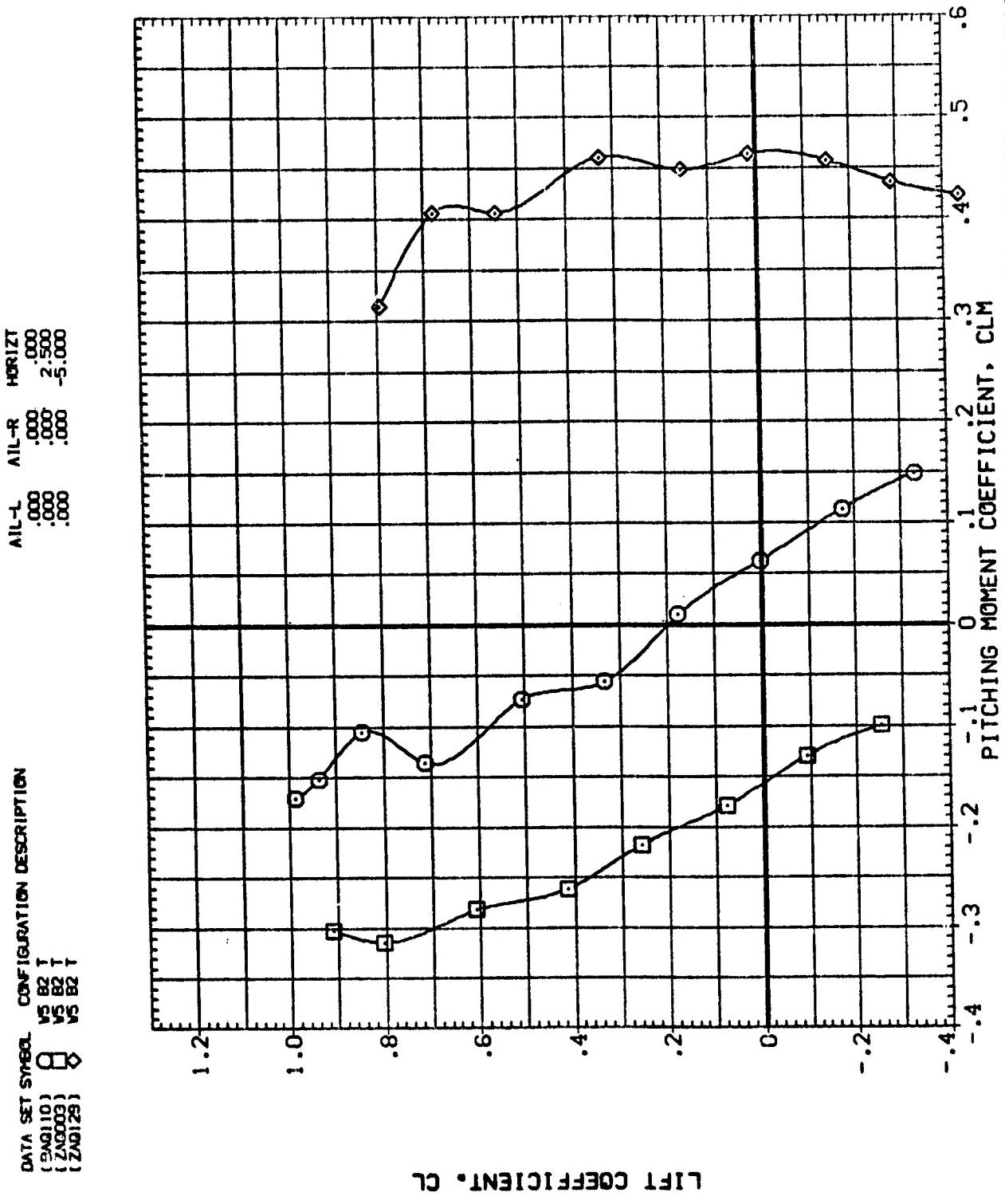


FIG. 6 AERO. CHARACTERISTICS IN PITCH. EFFECT OF TAIL DEFLECT., SWEEP =45.0 DEG.
 (C)MACH = .95
 PAGE 211

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DATA SET SYMBOL CONFIGURATION DESCRIPTION
(BAQ)10 V5 82 1
(BQZ)03 V5 82 1
(ZQZ)28 V5 82 1

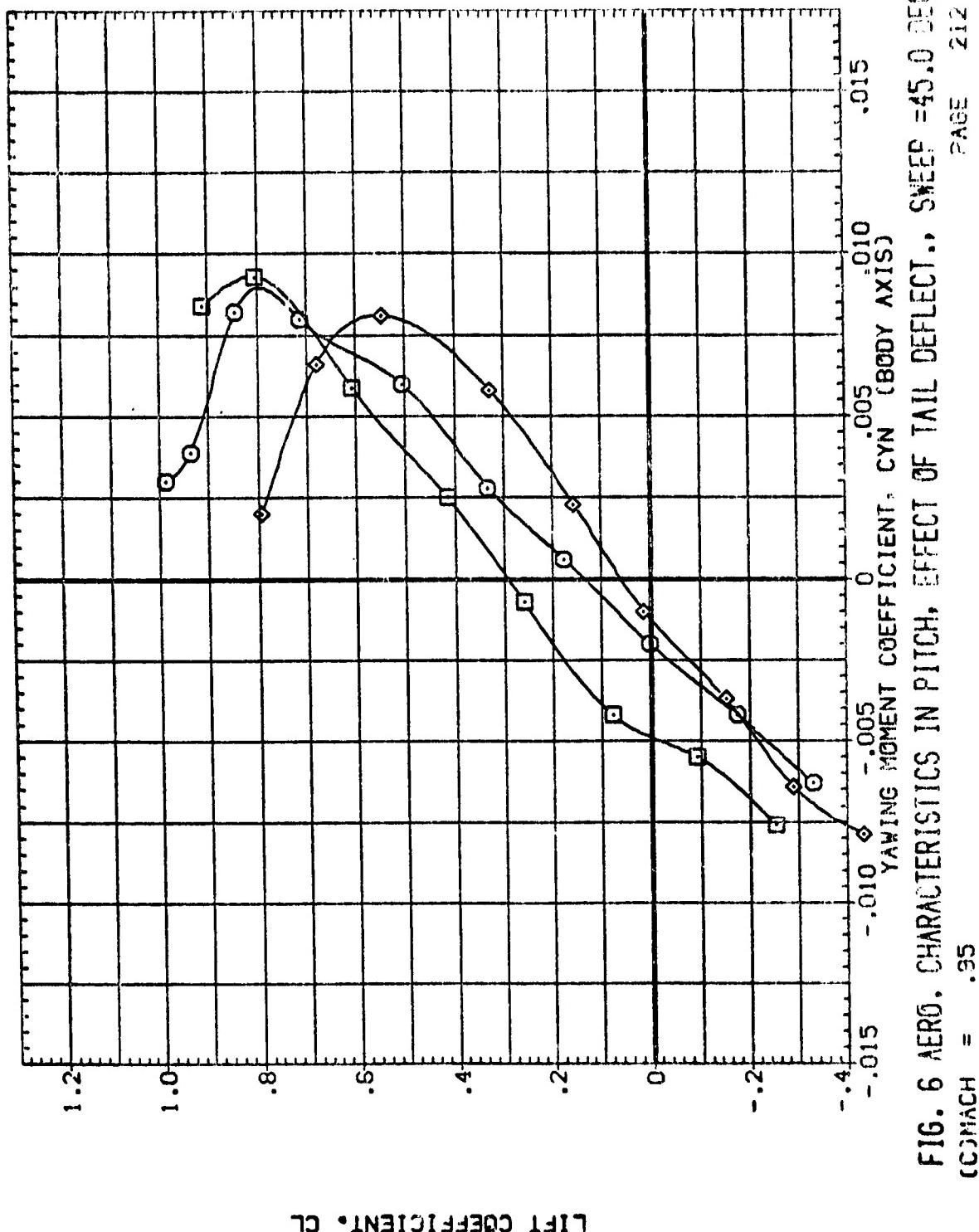
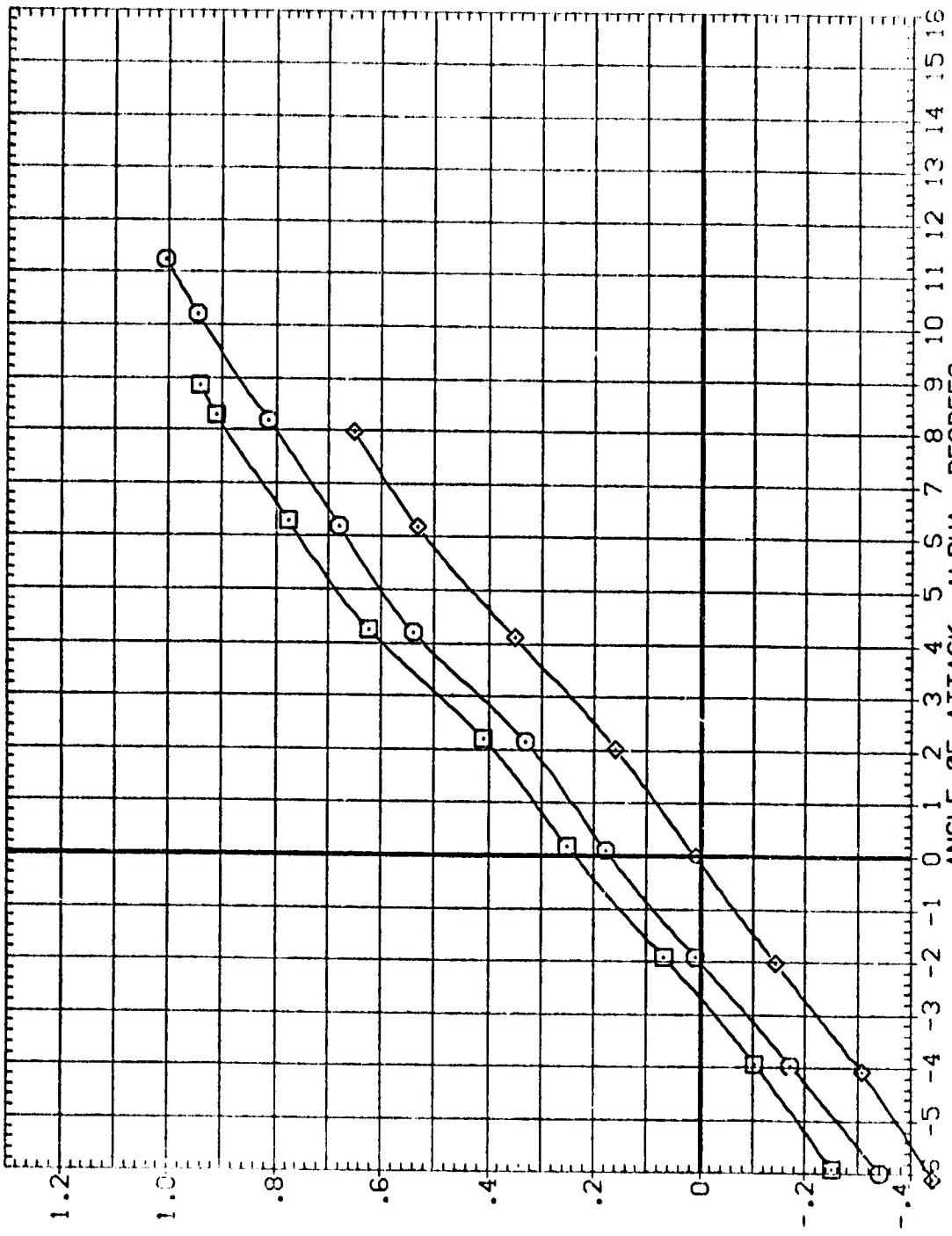


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 45.0 DEG.
MACH = .35
PAGE 212

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (BARD) A VS B2 T
 (ZAG009) D VS B2 T
 (ZAG129) X VS B2 T

AIL-L AIL-R HORIZT
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



LIFT COEFFICIENT, CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH. EFFECT OF TAIL DEFLECT., SWEET = 45.0 DEG.

CDNACH = .98

PAGE 213

AIR SET SYMBOL CONFIGURATION DESCRIPTION

(B101)	VS 82 1	HORIZONTAL
(B1010)	VS 82 1	AIR-L
(Z1010)	VS 82 1	AIR-R
(Z101028)		HORIZT

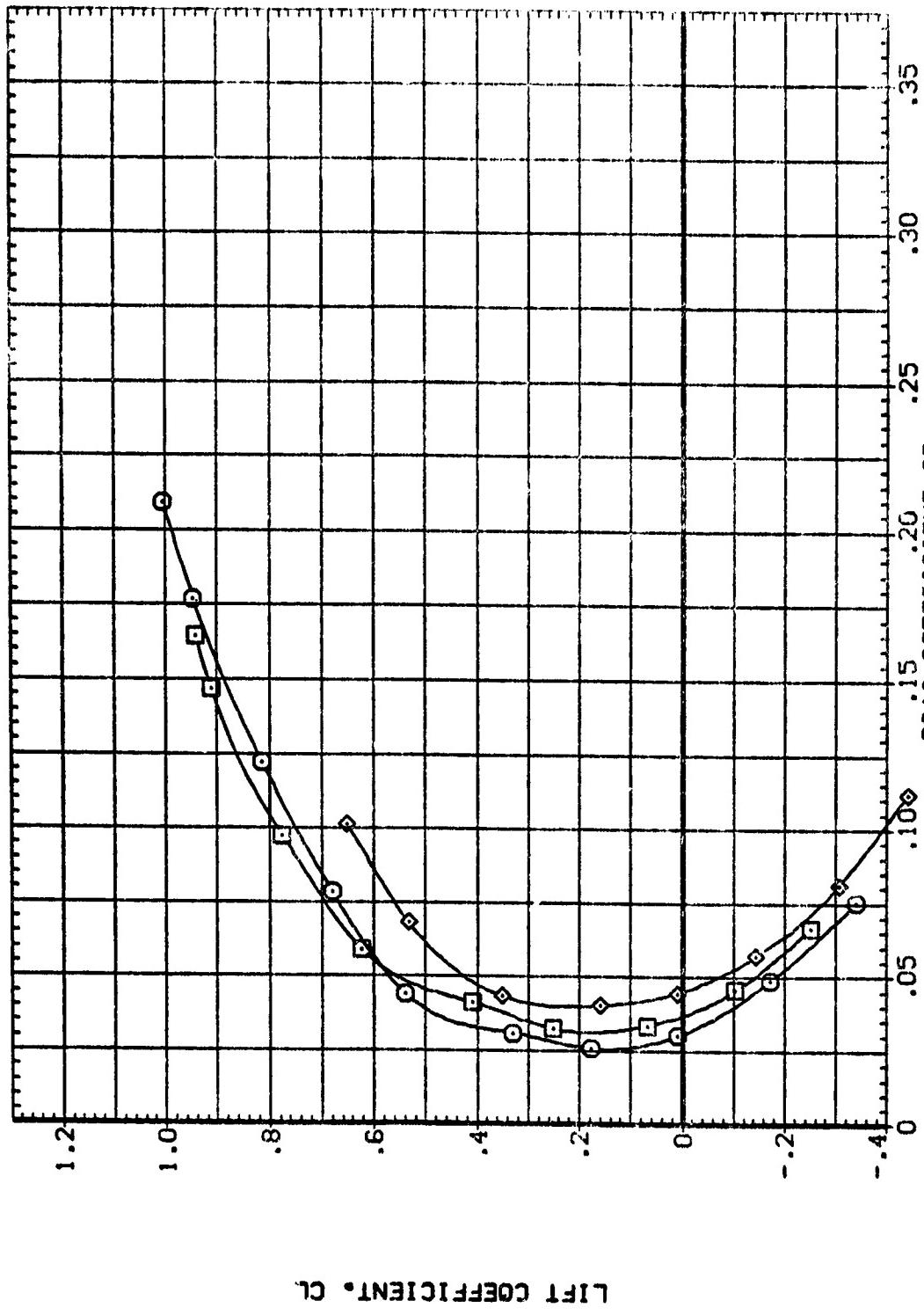
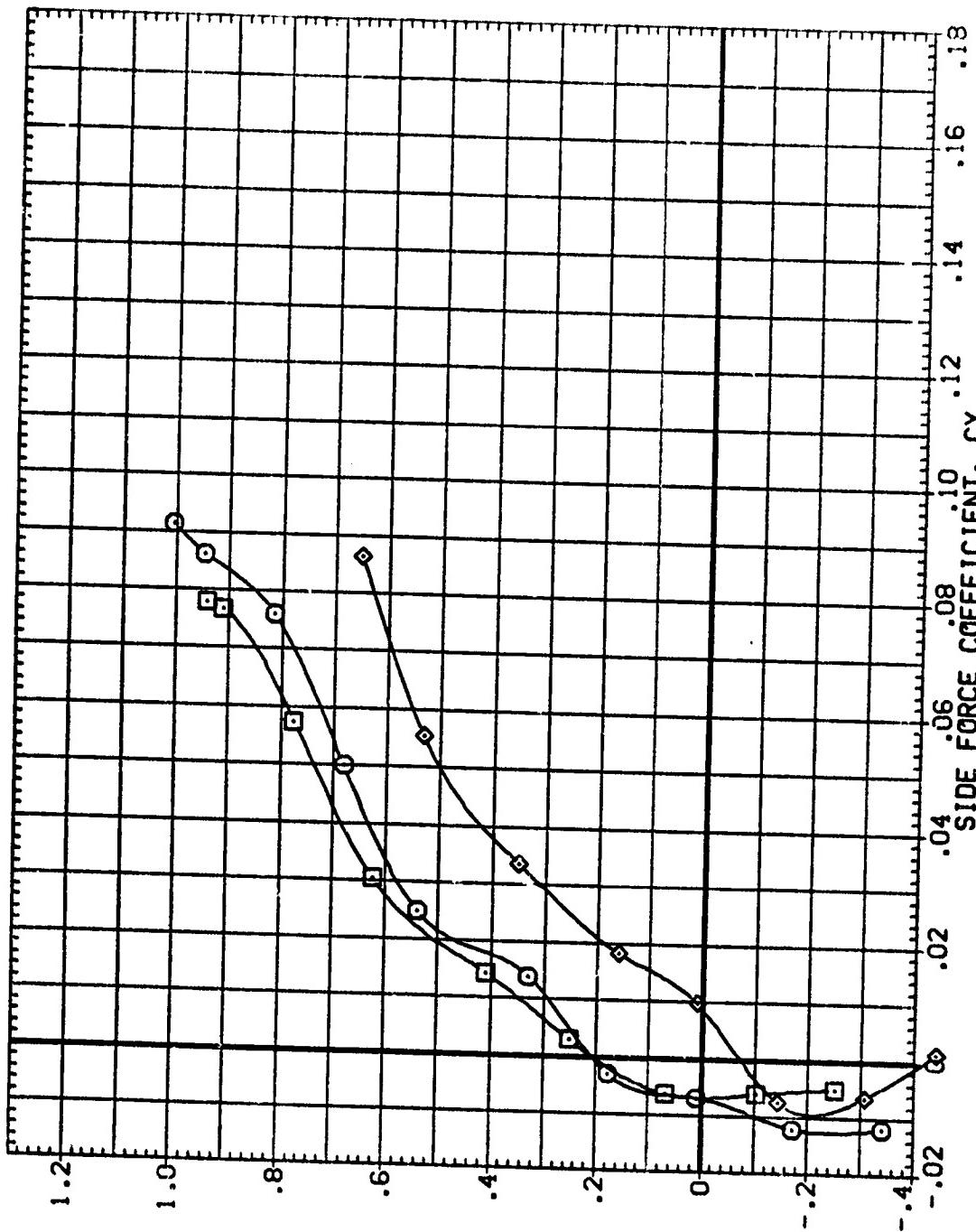


FIG. 6 AERO. CHARACTERISTICS IN PITCH. EFFECT OF TAIL DEFLECT., SWEEP = 45.0 DEG.
 $\text{C}_{\text{MACH}} = .98$

PAGE 214

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (BAQ110) V5 B2 I
 (2A9003) V5 B2 I
 (2A9129) V5 B2 I

AIL-L	AIL-R	HORIZT
.000	.000	2.500
.000	.000	-5.000
.000	.000	

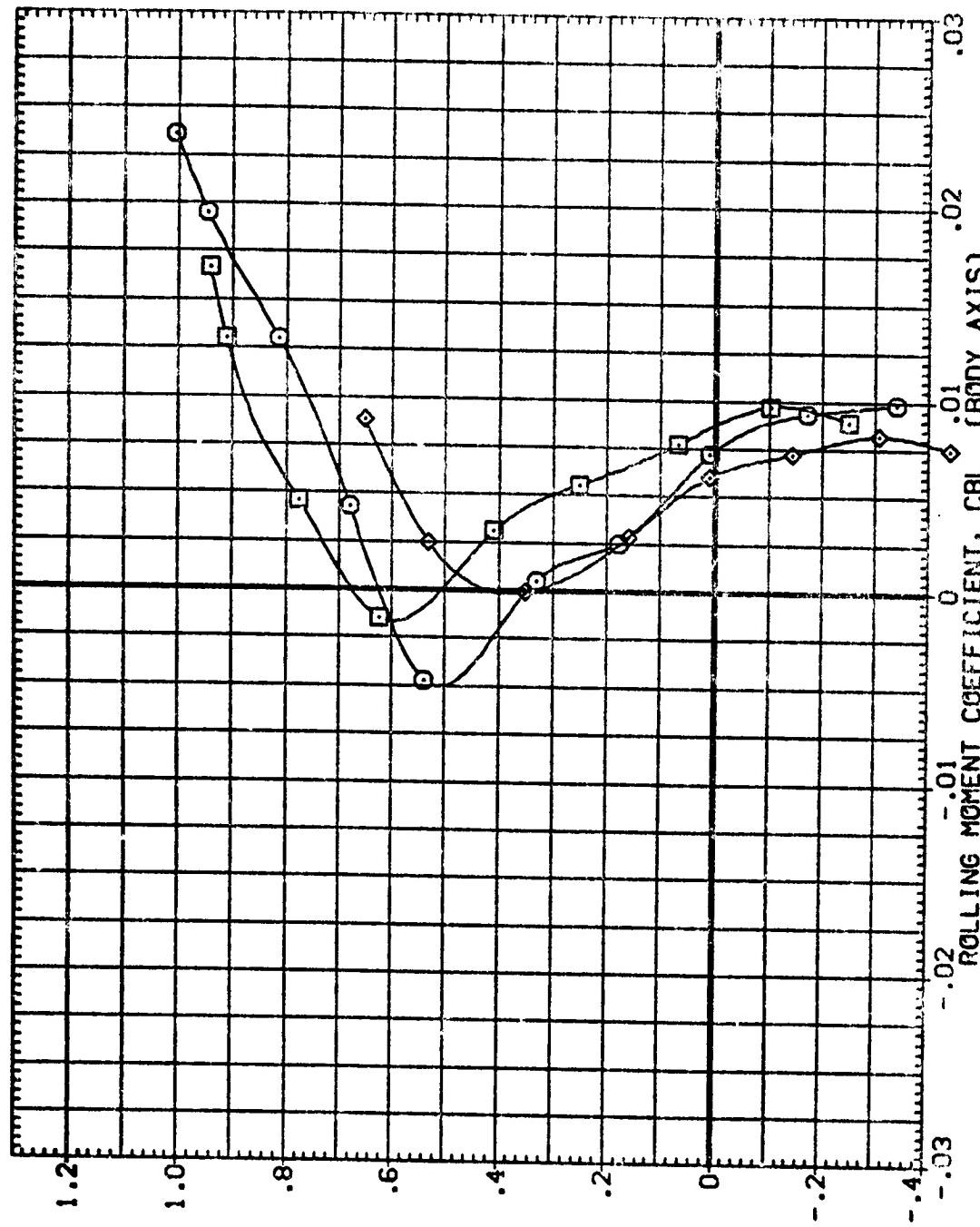


LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 45.0 DEG.
 COEFF = .98
 PAGE 215

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DATA SET SYMBOL CONFIGURATION DESCRIPTION
(B9110) O VS B2 T
(Z4003) D VS B2 T
(Z40128) □ VS B2 T



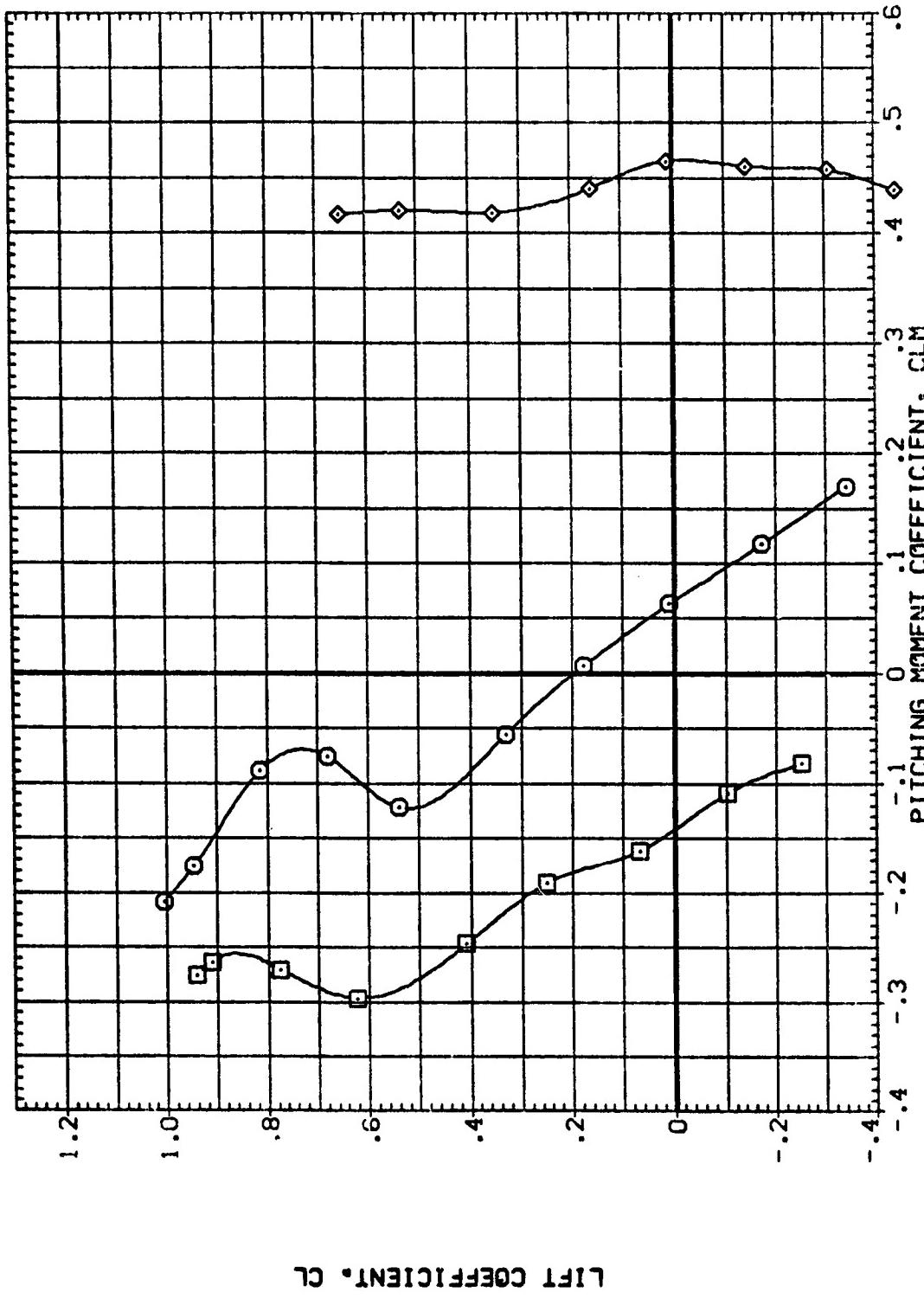
LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH. EFFECT OF TAIL DEFLECT., SWEEP = 45.0 DEG.
MACH = .98

PAGE 212

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (B0010) VS 82 T
 (Z0003) VS 82 T
 (Z00128) VS 82 T

AIR-L. AIR-R. HORIZONTAL
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000

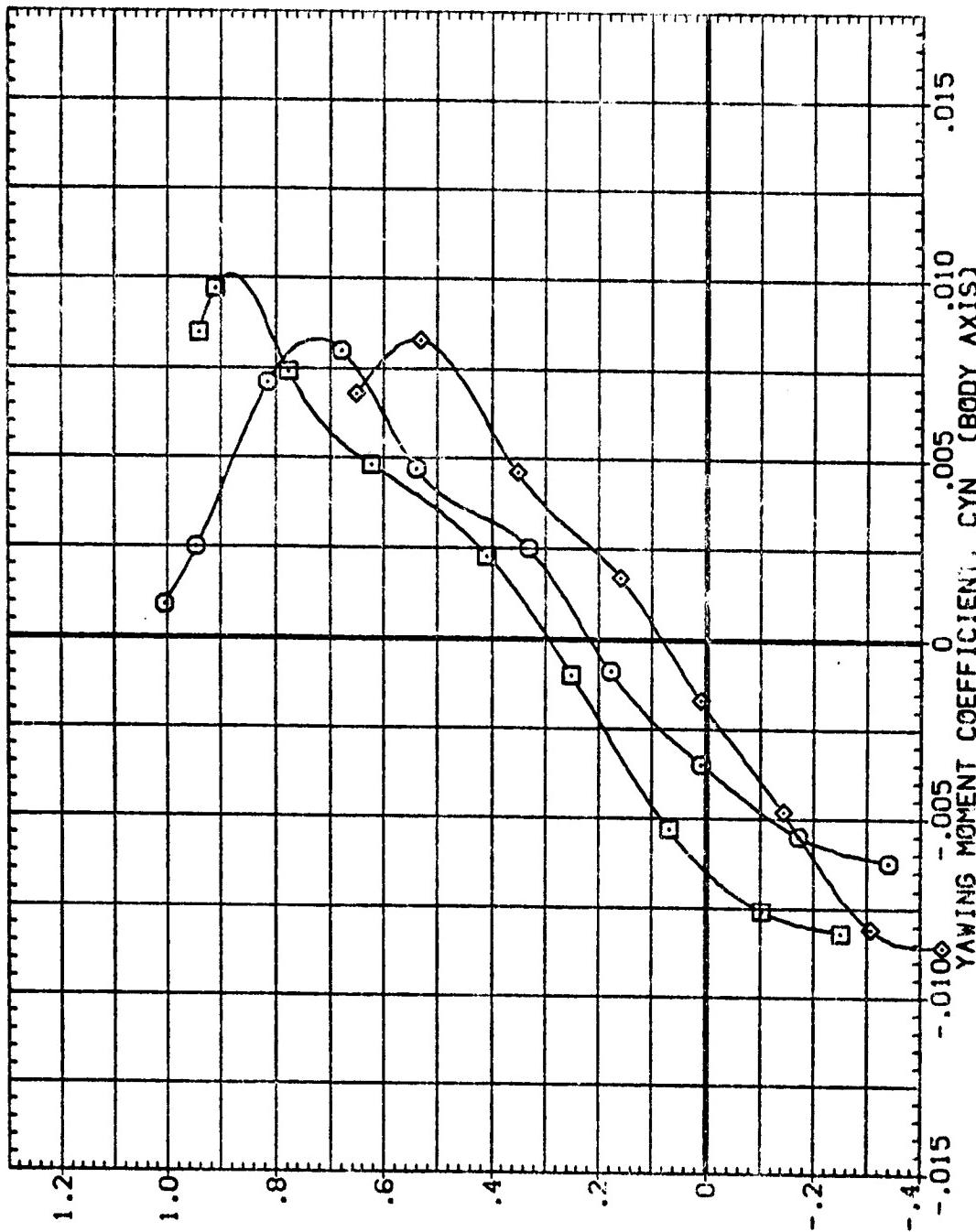


LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH. EFFECT OF TAIL DEFLECT.. SWEET =45.0 DEG.
 (DDMACH = .98
 PAGE 21?

DATA SET NUMBER CONFIGURATION DESCRIPTION
 {BAG110} V5 B2 T
 {ZAG100} V5 B2 T
 {ZAG129} V5 B2 T

AIR-L AIR-R HORIZT
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



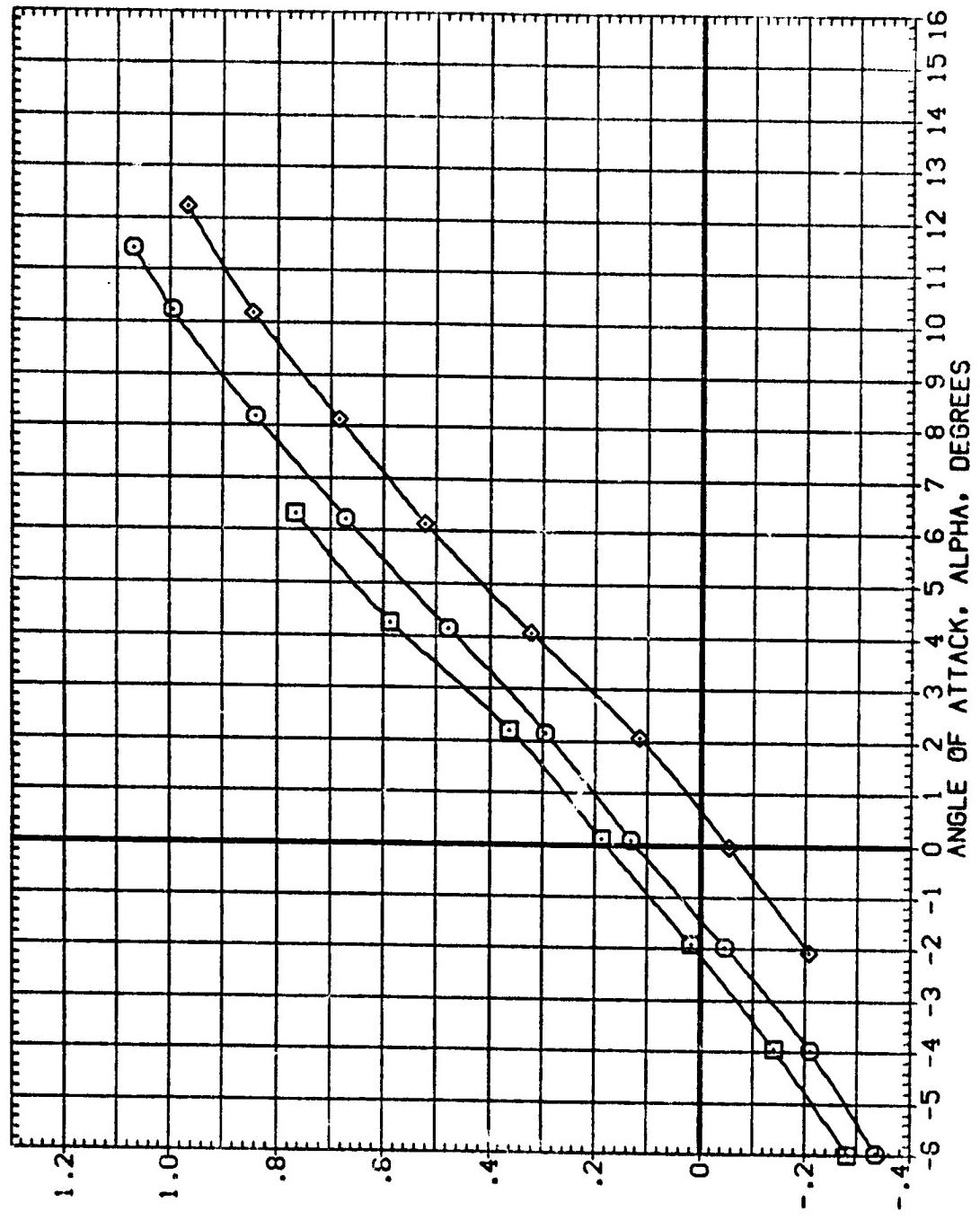
LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 45.0 DEG.
 (MACH = .98

PAGE 213

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (BAD110) V5 B2 T
 (ZAD009) V5 B2 T
 (ZAD123) V5 B2 T

AIL-L	AIL-R	HORIZT
.000	.000	.000
.000	.000	.2500
.000	.000	-5.000

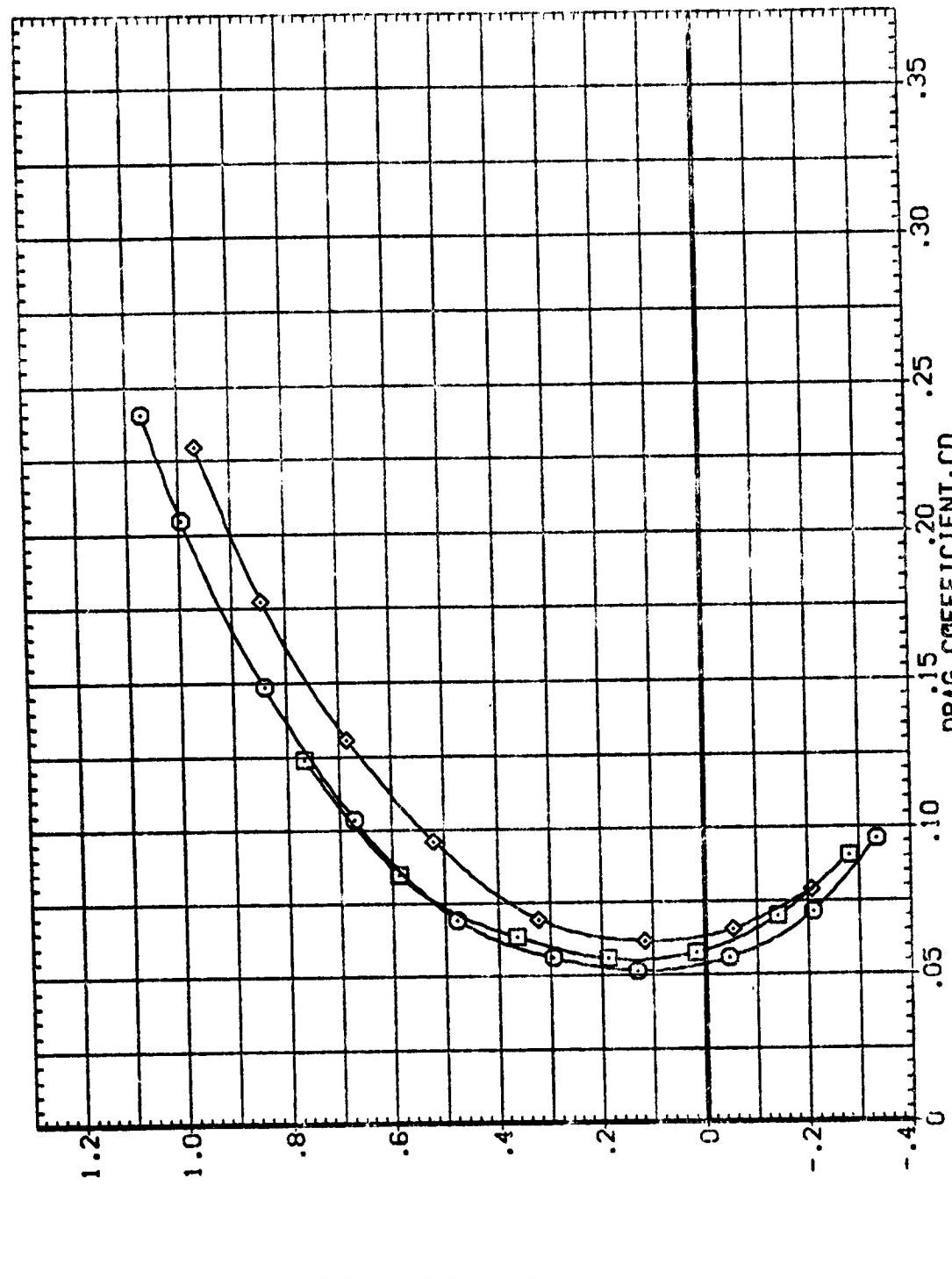


LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =45.0 DEG.
 (E)MACH = 1.05

PAGE 219

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (BAD110) W5 B2 1
 (ZAD000) W5 B2 1
 (ZAD129) W5 B2 1

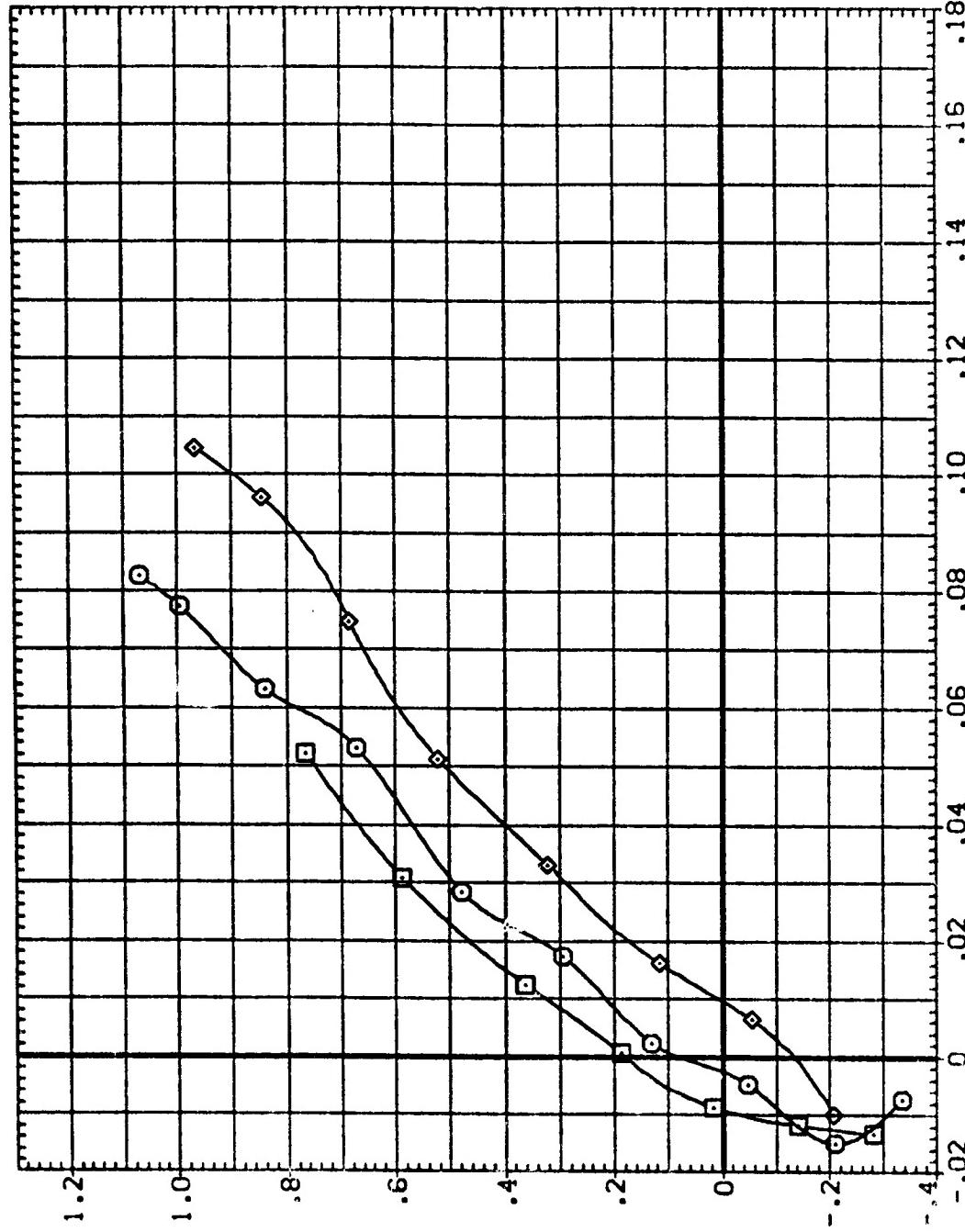


LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 45.0 DEG.
 (E)MACH = 1.05
 PAGE 220

DATA SET SWEEP CONFIGURATION DESCRIPTION
 (BAQ110) V5 82 T
 (BAQ003) V5 82 T
 (BAQ129) V5 82 T

AIL-L AIL-R HORIZT
 .000 .000 2.500
 .000 .000 -5.000
 .000 .000



LIFT COEFFICIENT. CL

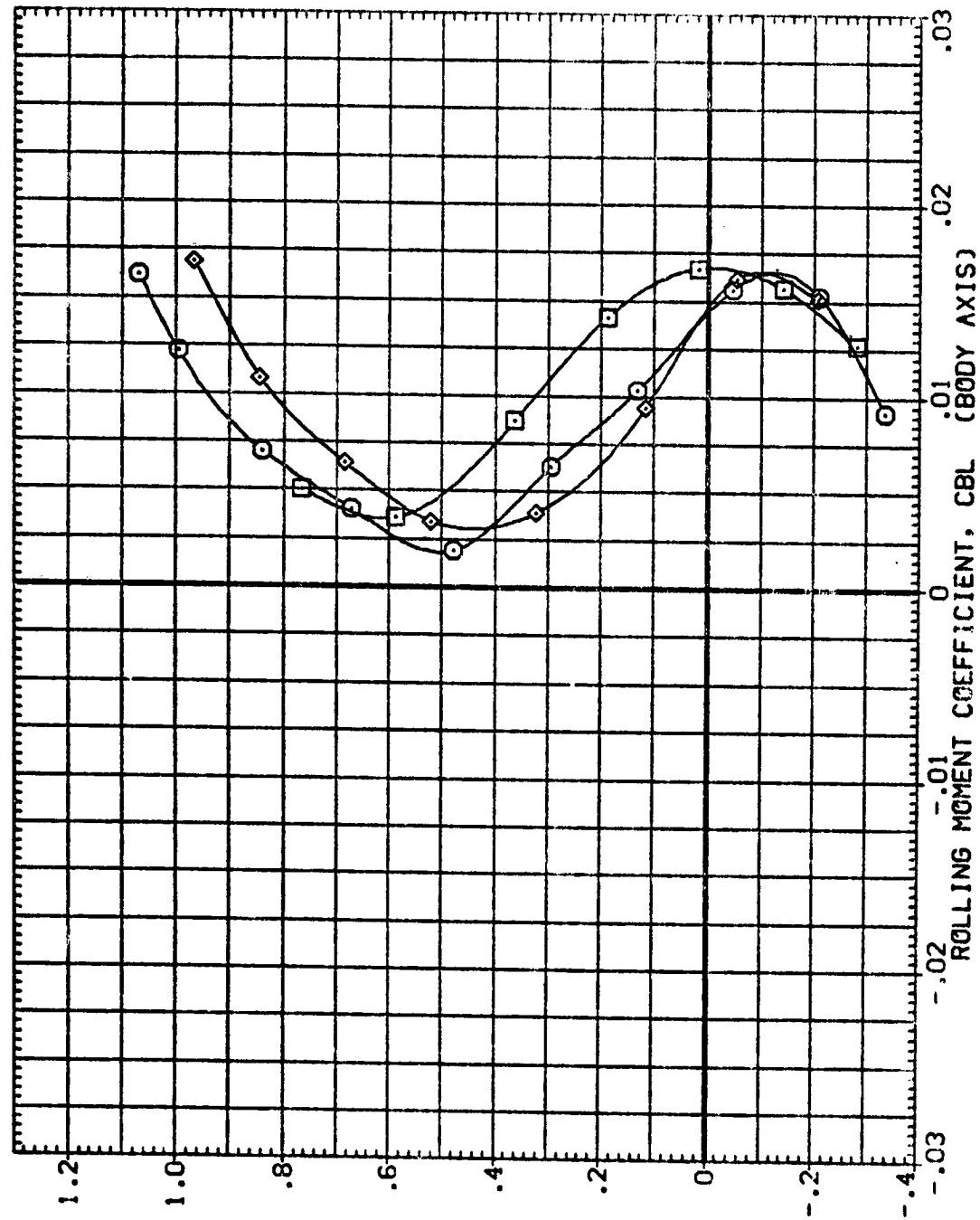
FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 45.0 DEG.

(E)MACH = 1.05

PAGE 221

DATA SET SYMBOL. CONFIGURATION DESCRIPTION
 (BAG110) V5 B2 T
 (ZAD03) V5 B2 T
 (ZAG129) V5 B2 T

AIR-L AIR-R HORIZ.
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =45.0 DEG.
 CE MACH = 1.05

PAGE 222

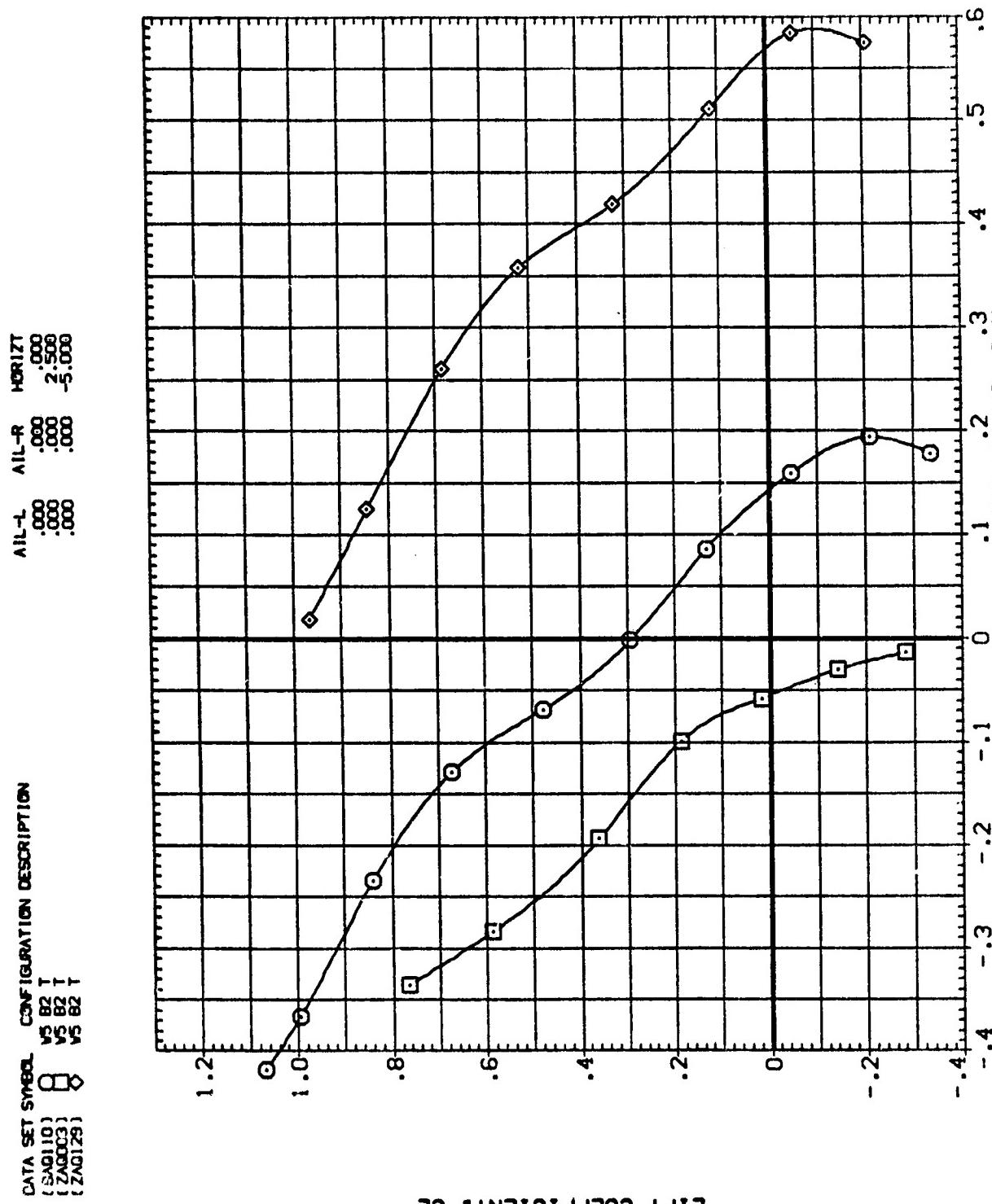
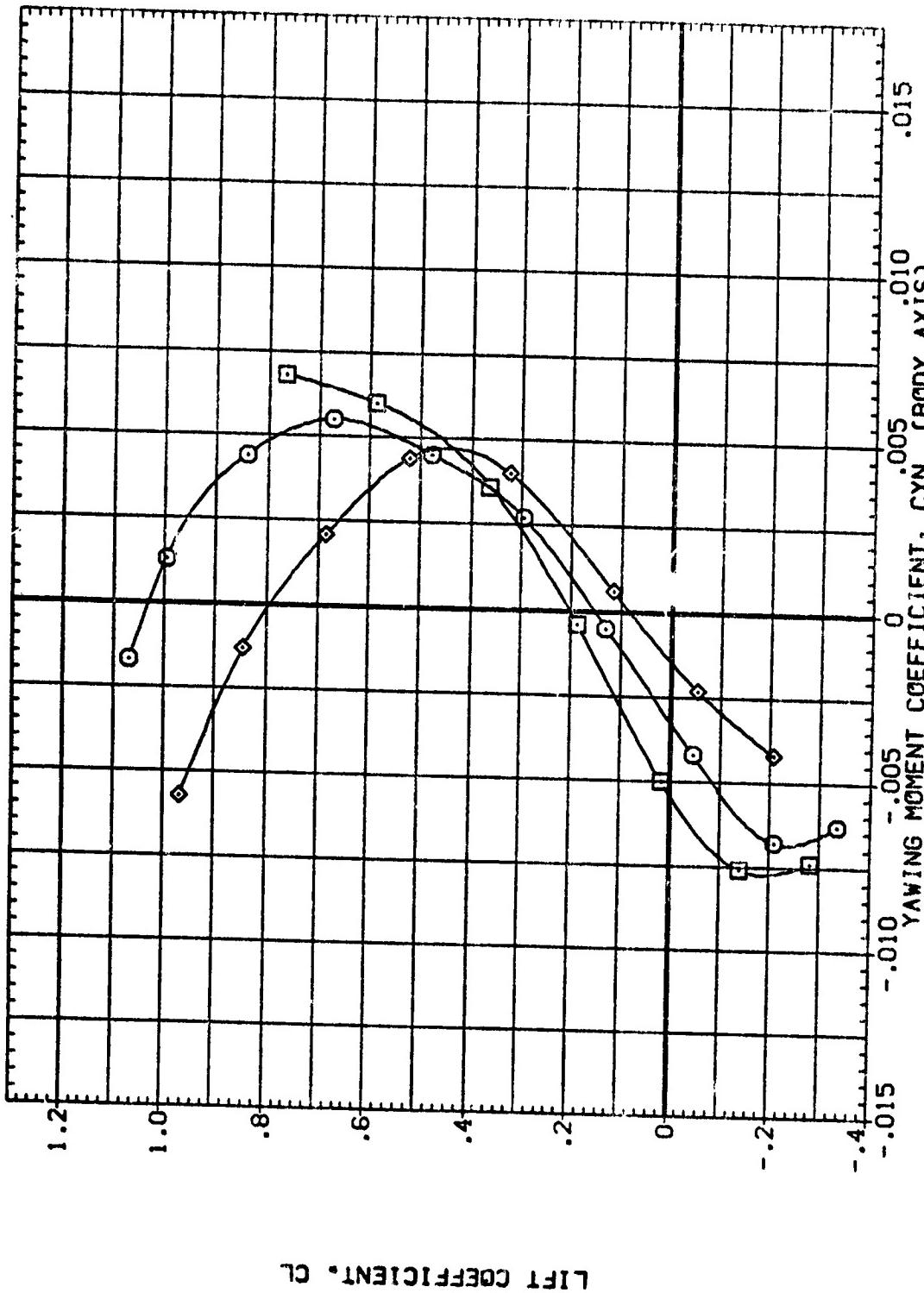


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 45.0 DEG.
 (E)MACH = 1.05
 PAGE 223

DATA SET SYMBOL CONFIGURATION DESCRIPTION	
(BAQ10)	V5 B2 T
(ZAQ003)	V5 B2 T
(ZAQ128)	V5 B2 T

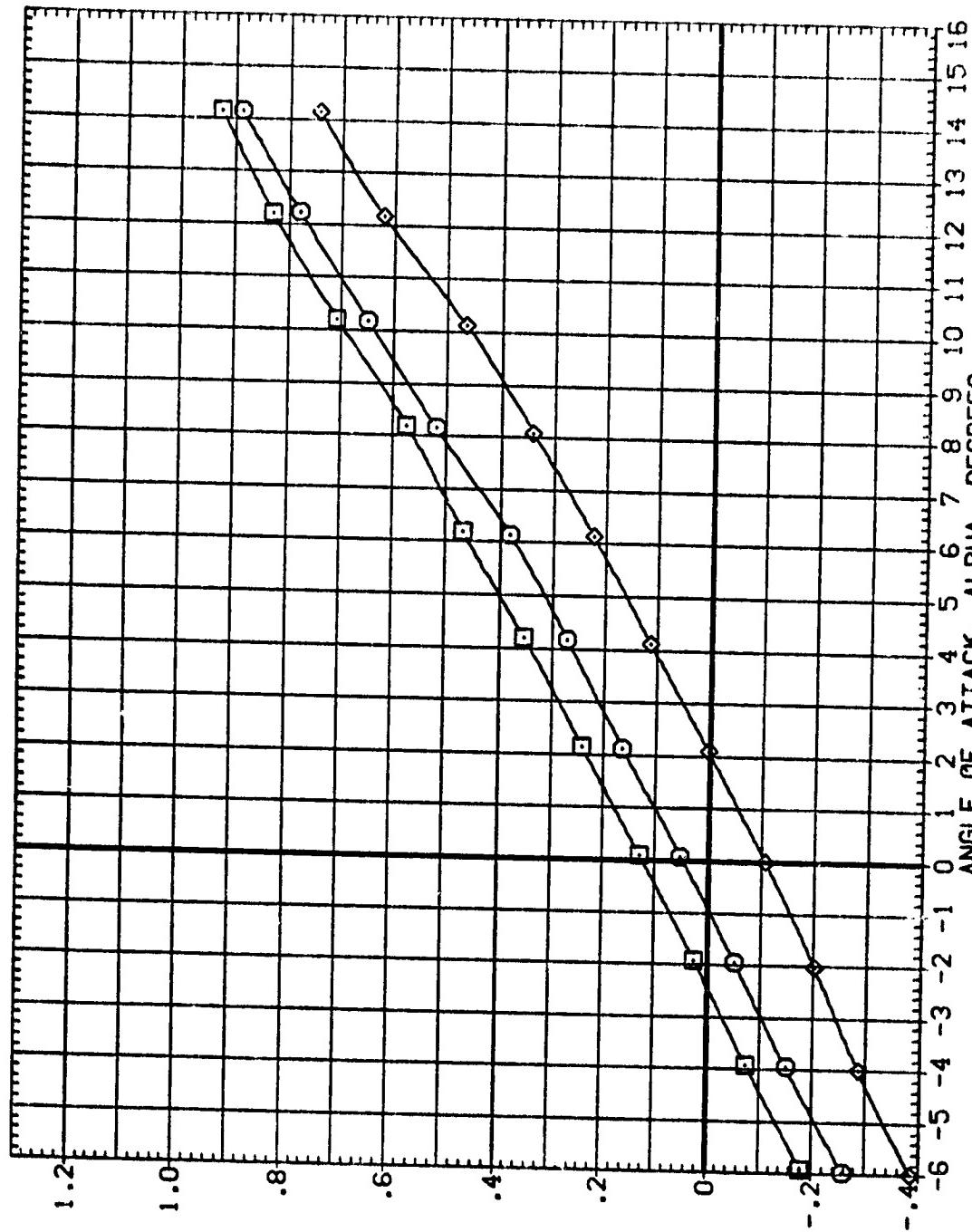


LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 45.0 DEG.
(EMMACH = 1.05)

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (ZAO15) V5 B2 T
 (ZAO12) V5 B2 T
 (ZAO13) V5 B2 T

	AIL-L	AIL-R	HORIZT
:000	:000	:000	.000
:000	:000	:000	2.500
:000	:000	:000	-5.000

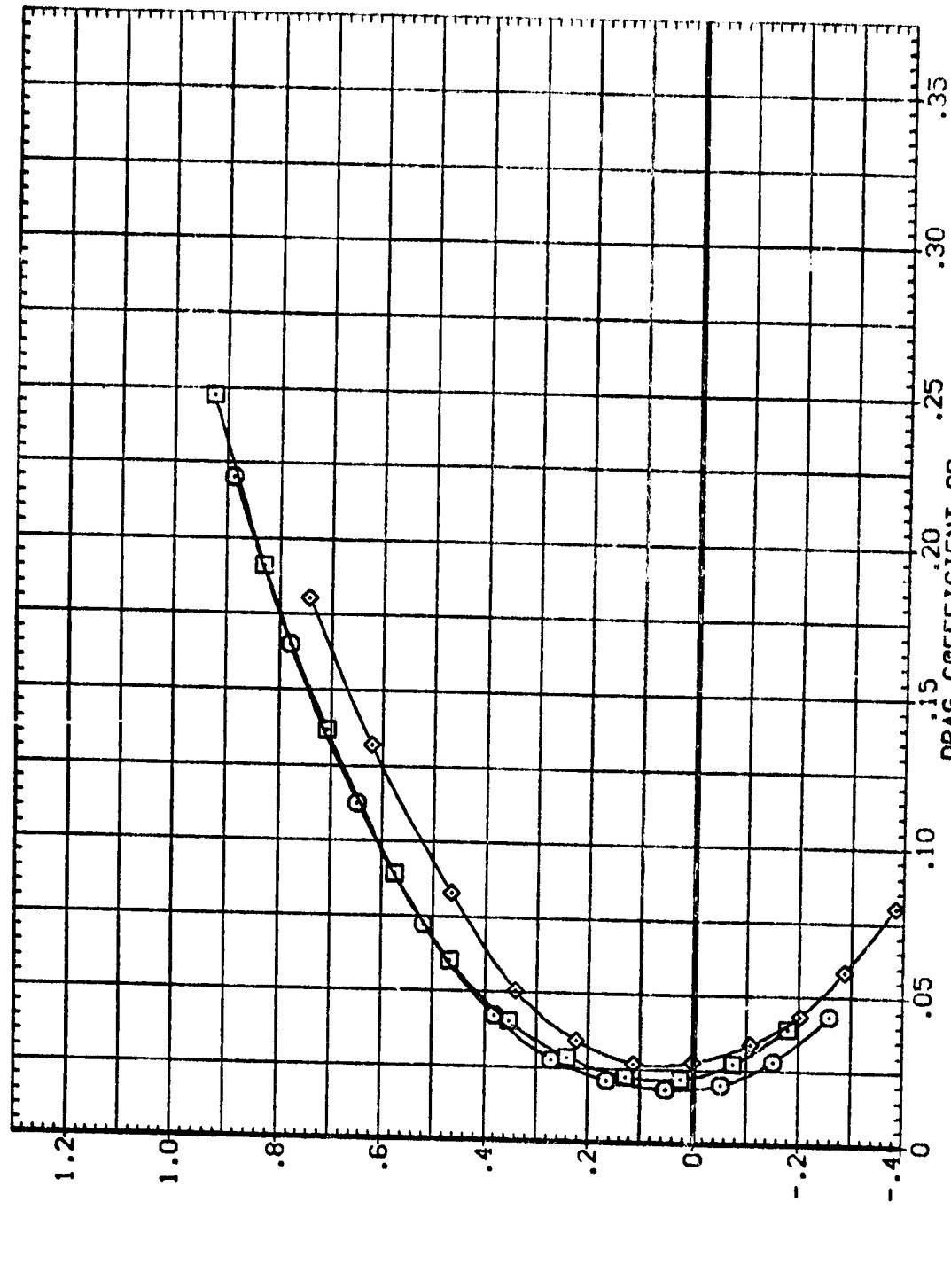


LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =60.0 DEG.
 CA/MACH = .80

DATA SET SYMBOL CONFIGURATION DESCRIPTION

{ZAB115}	V5 B2 1
{ZAB124}	V5 B2 1
{ZAB125}	V5 B2 1



LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH. EFFECT OF TAIL DEFLECT., SWEET = 60.0 DEG.
C_{AIR}MACH = .80

PAGE 226

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 VS B2 T
 (ZAG15)
 (ZAG125)
 (ZAG125)

	AIR-L	AIR-R	HORIZT
.000	.000	.000	2,500
.000	.000	.000	-5,000
.000	.000	.000	

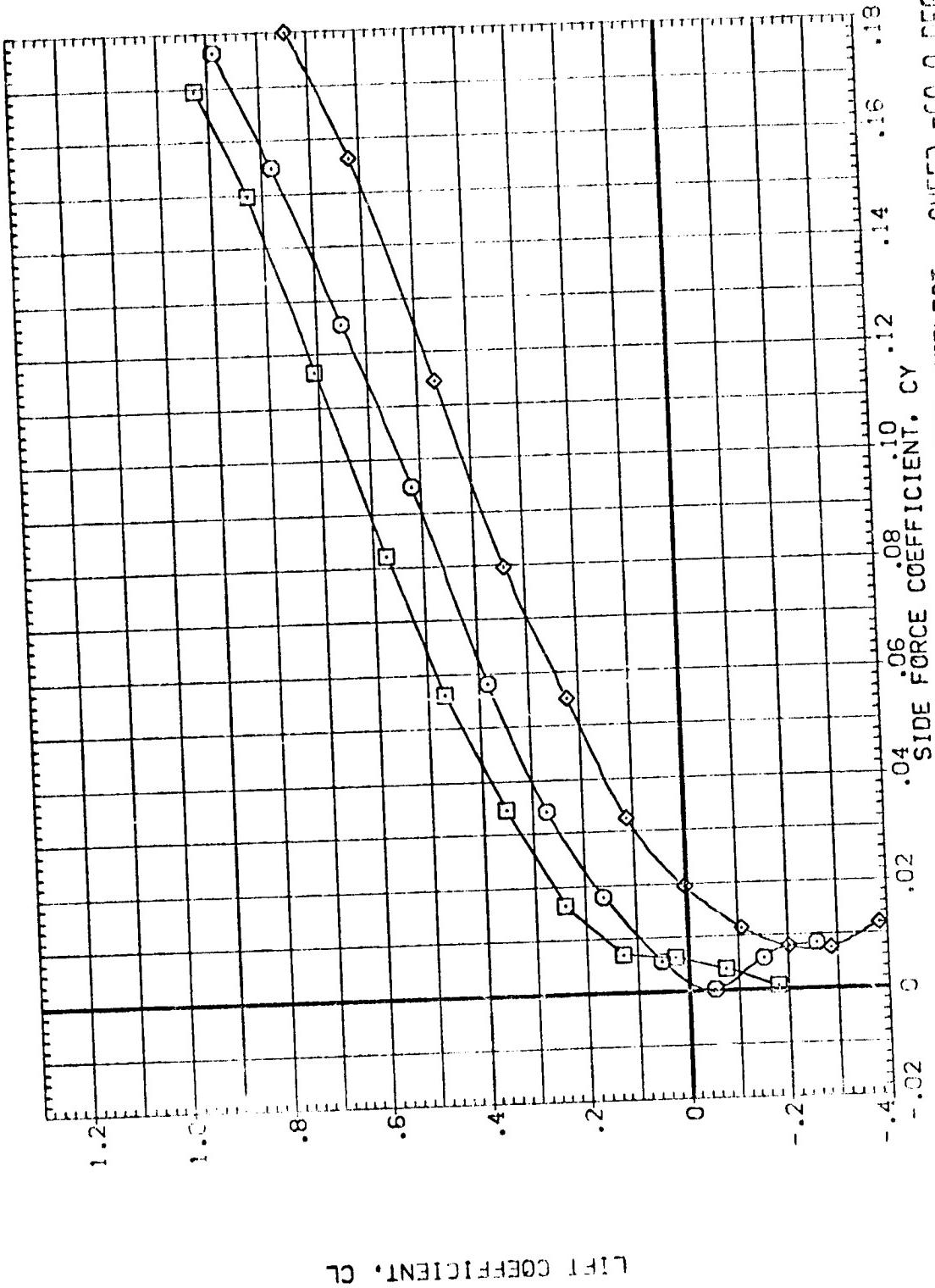


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SHEEP = 60.0 DEG.

$C_{L MAX} = .80$

PAGE 227

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 {ZAO115} VS B2 T
 {ZAO124} VS B2 T
 {ZAO125} VS B2 T

	AIL-L	AIL-R	HERIZT
{ZAO115}	.000	.000	.000
{ZAO124}	.000	.000	.2500
{ZAO125}	.000	.000	-5.000

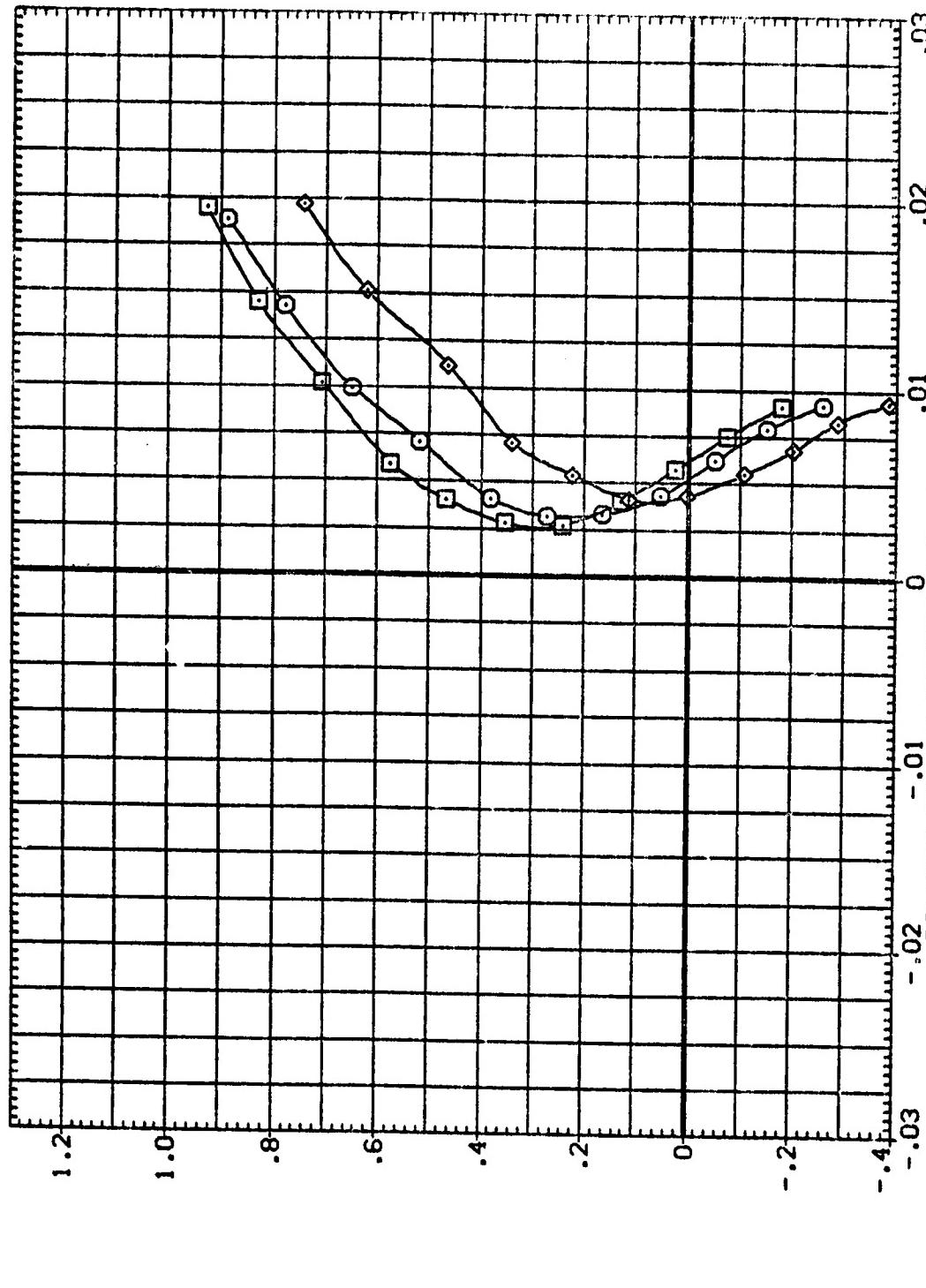
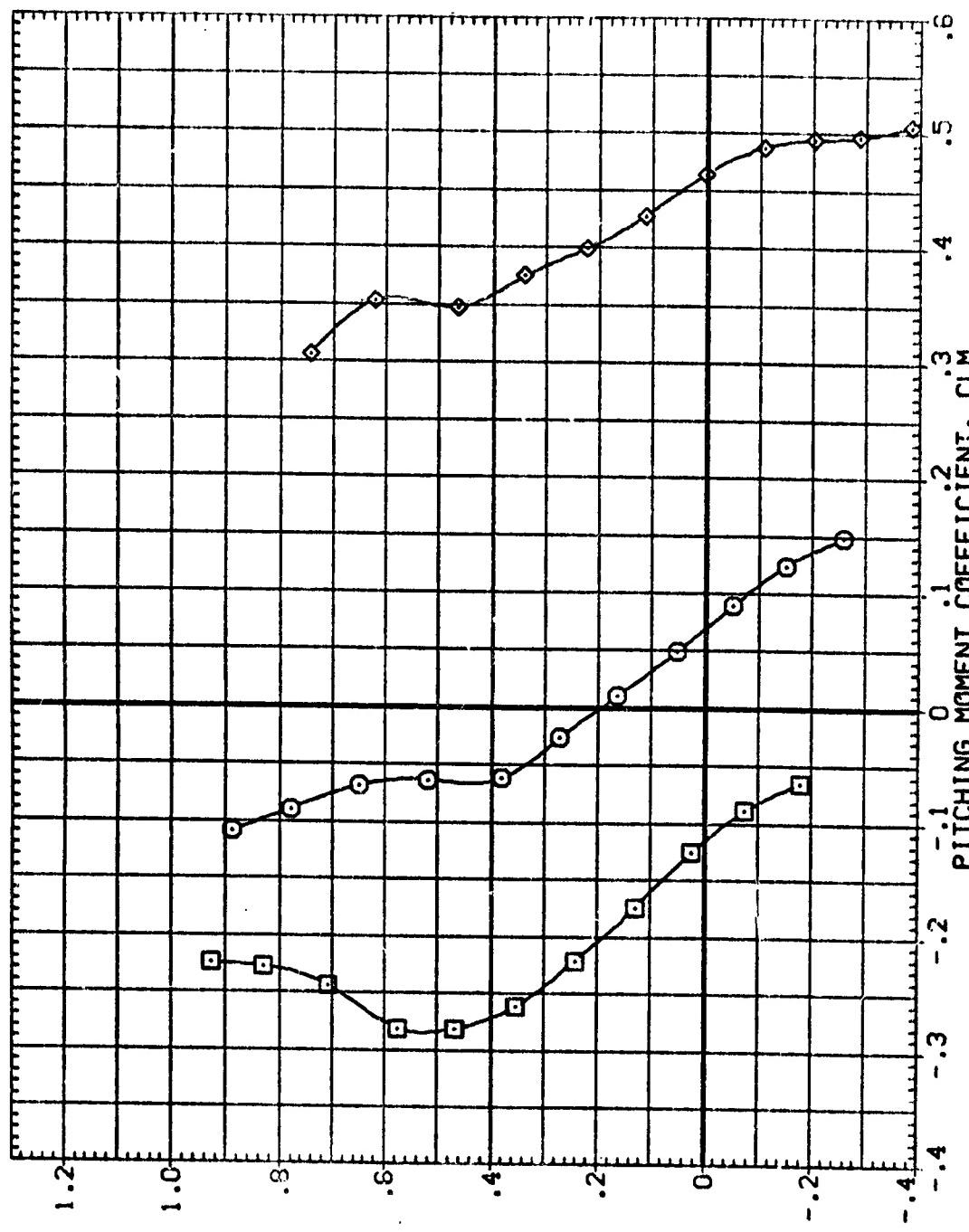


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =60.0 DEG.
 MACH = .80

PAGE 228

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ
(ZG015)	.000	.000	.000
(ZG014)	.000	.000	-2.500
(ZG015)	.000	.000	-5.000

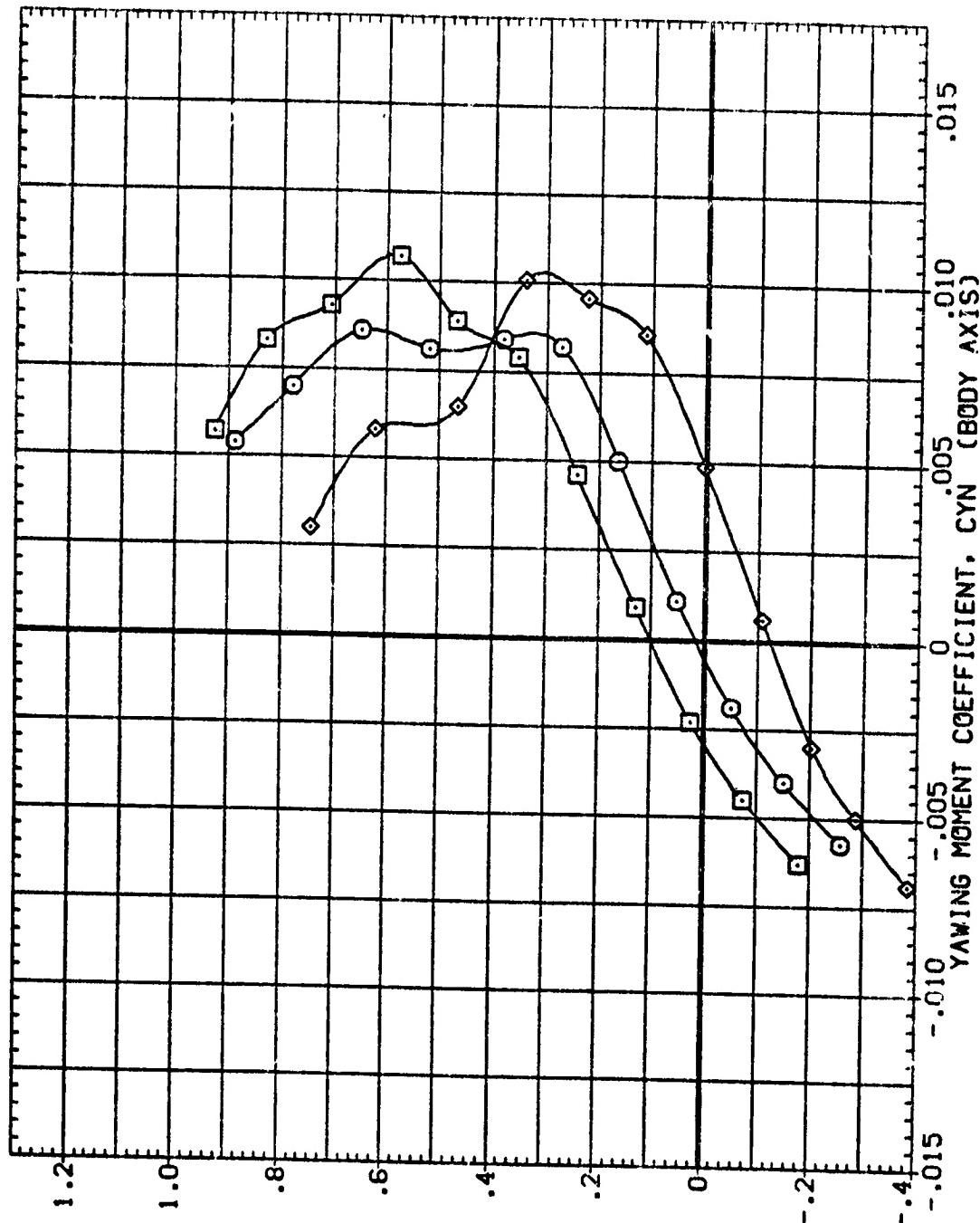


LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =60, Q DEG.
 $\text{MACH} = .80$

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 {ZAD115} VS B2 T
 {ZAD124} VS B2 T
 {ZAD125} VS B2 T

AIL-L AIL-R HORIZT
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



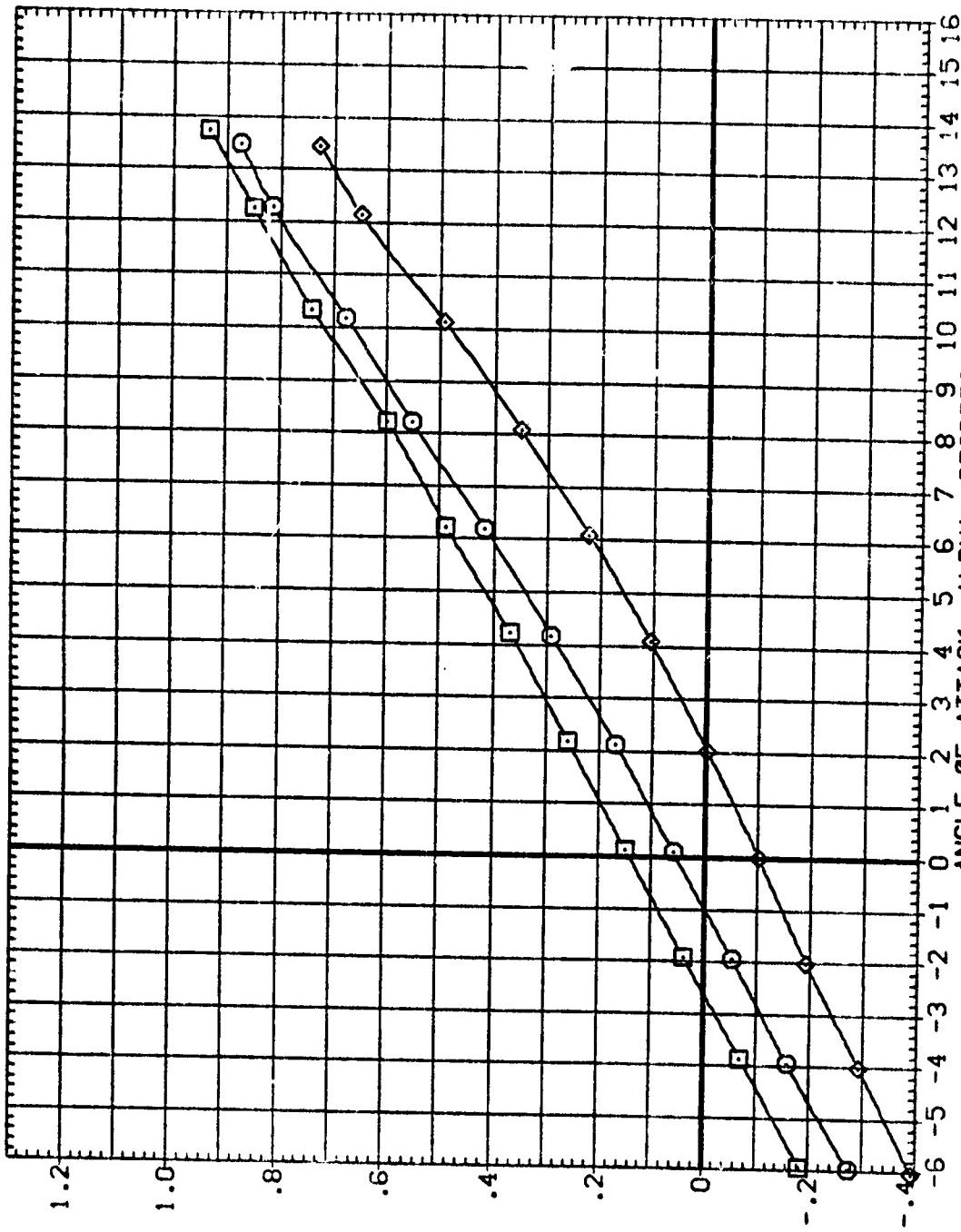
LIFT COEFFICIENT, CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =60.0 DEG.
 MACH = .80

PAGE 230

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 {ZAO15) V5 82 1
 {ZAO24) V5 82 1
 {ZAO25) V5 82 1

AIL-L AIL-R HORIZT
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



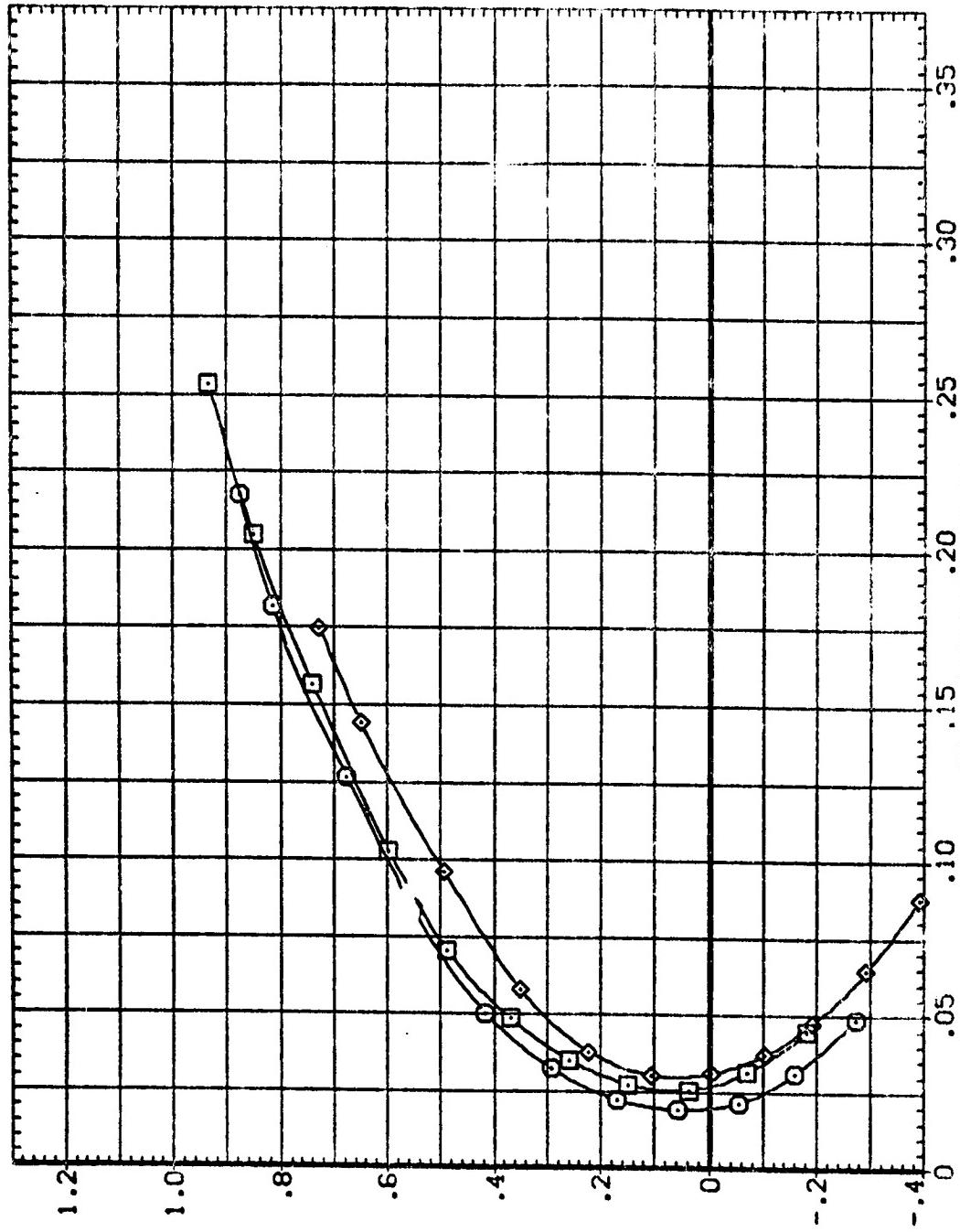
LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET =60.0 DEG.
 MACH = .95

PAGE 231

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (ZAO15) B VS B2 1
 (ZAO124) B VS B2 1
 (ZAO125) B VS B2 1

AIR-L. AIR-R. HORIZT.
 .000 .000 .000
 .000 .000 .2500
 .000 .000 -5.000



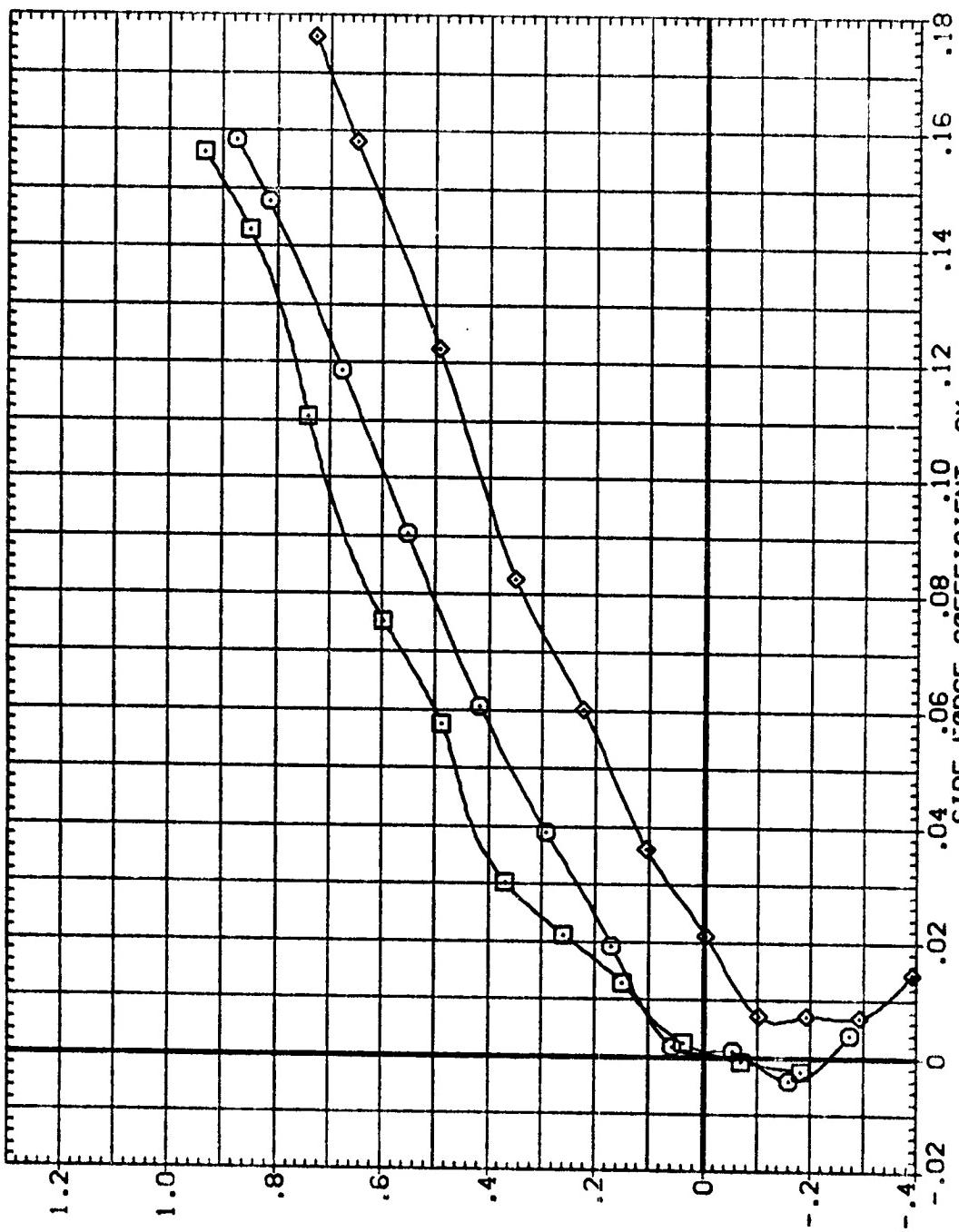
LIFT COEFFICIENT. CL

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FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =60.0 DEG.
 (MACH = .95
 PAGE 232

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (ZAD15) VS B2 T
 (ZAD24) VS B2 T
 (ZAD31) VS B2 T

AIL-L AIL-R HORIZT
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 60, 0 DEG.
 $(\text{MACH} = .9)$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ
(ZAO15)	.000	.000	.000
(ZAO24)	.000	.000	.2500
(ZAO125)	.000	.000	-5.000

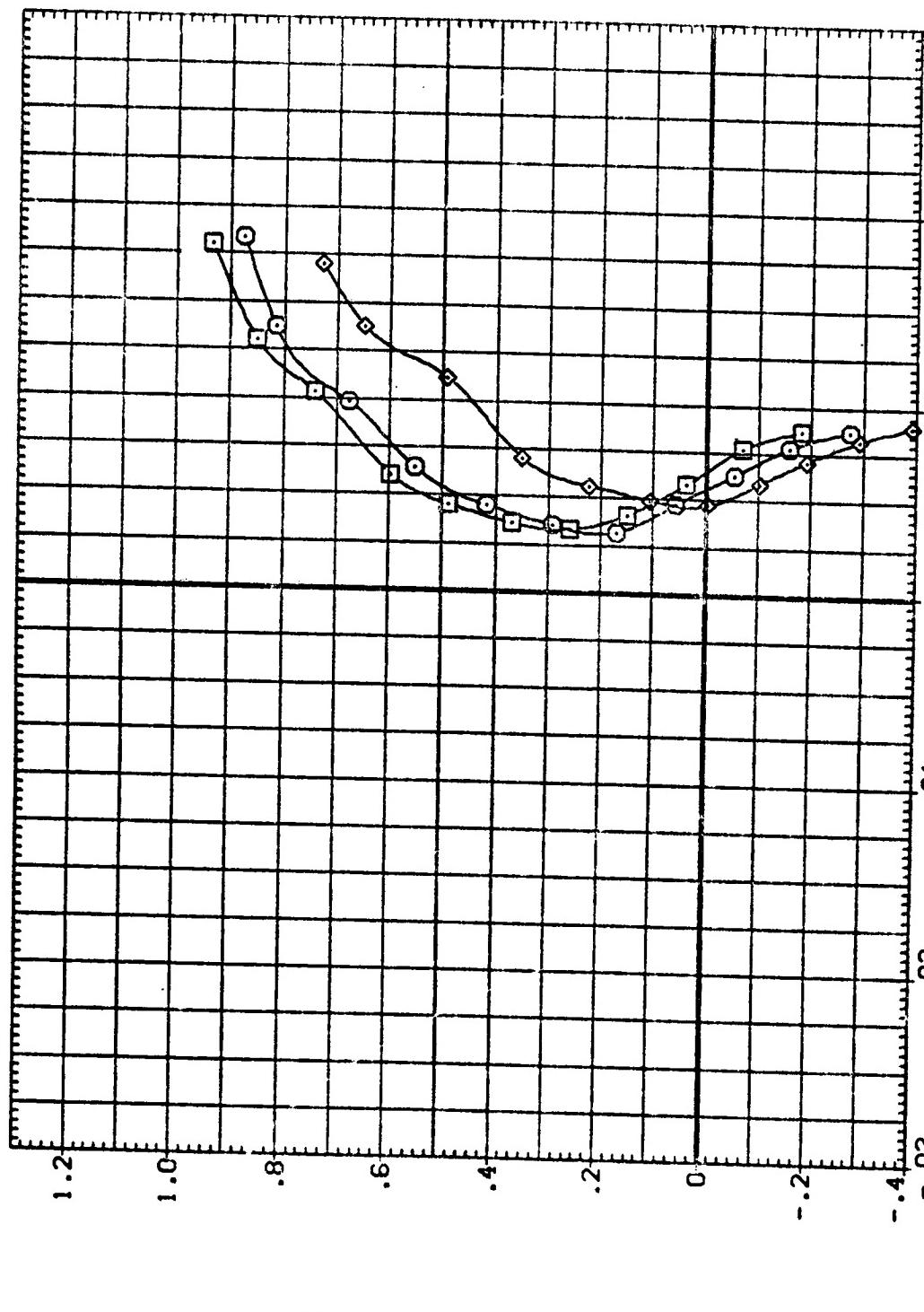
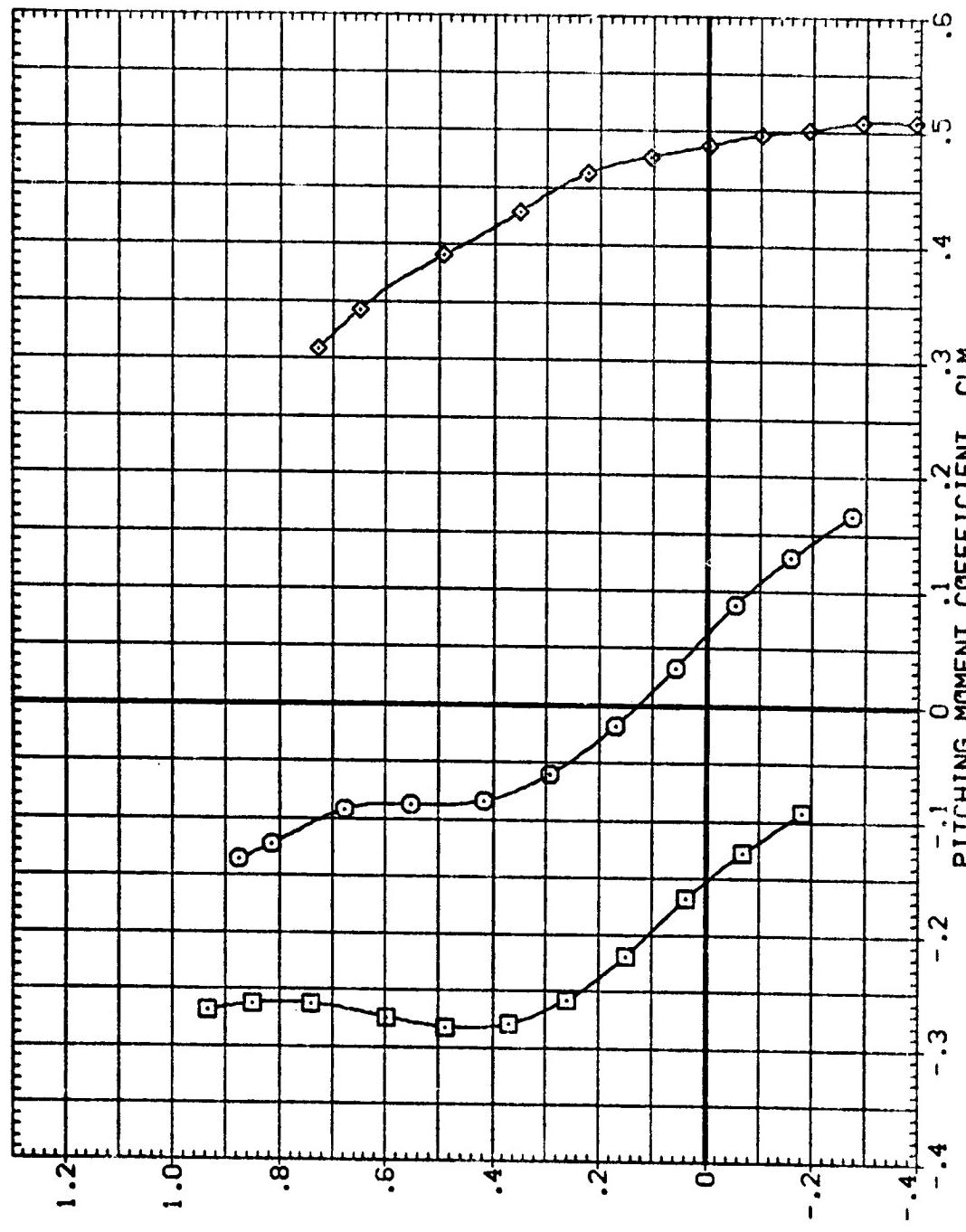


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =60.0 DEG.
 (BOMACH = .95

PAGE 234

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (ZAO15) V5 82 T
 (ZAO124) V5 82 T
 (ZAO125) V5 82 T

AIL-L AIL-R HORIZT
 .000 .000 2,000
 .000 .000 -2,500
 .000 .000 -5,000

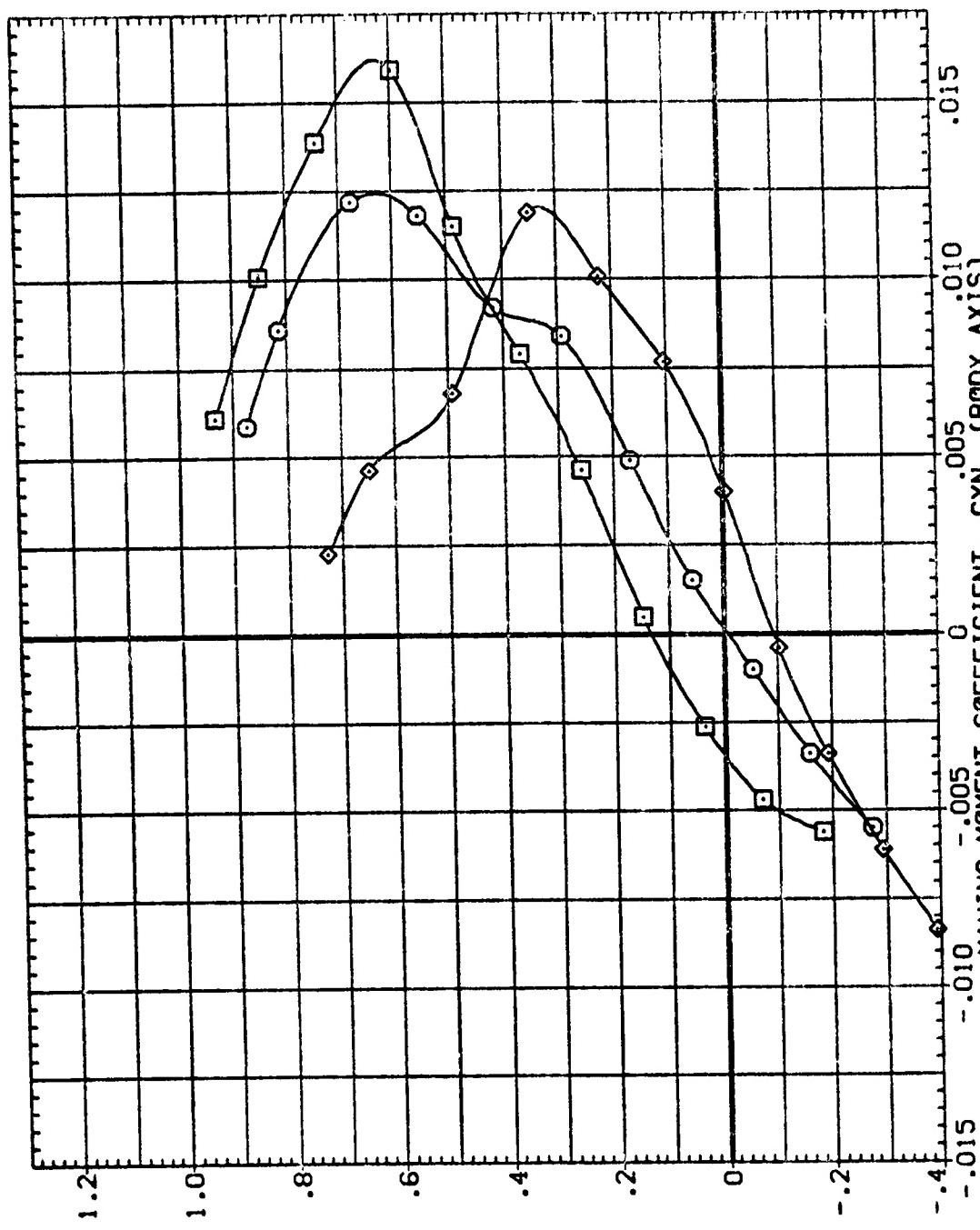


LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH. EFFECT OF TAIL DEFLECT., SWEET =60.0 DEG.
 (8)MACH = .95
 PAGE 255

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (ZAO15) 8 VS 82 T
 (ZAO124) 8 VS 82 T
 (ZAO125) 8 VS 82 T

AIL-L AIL-R HOR1ZT
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



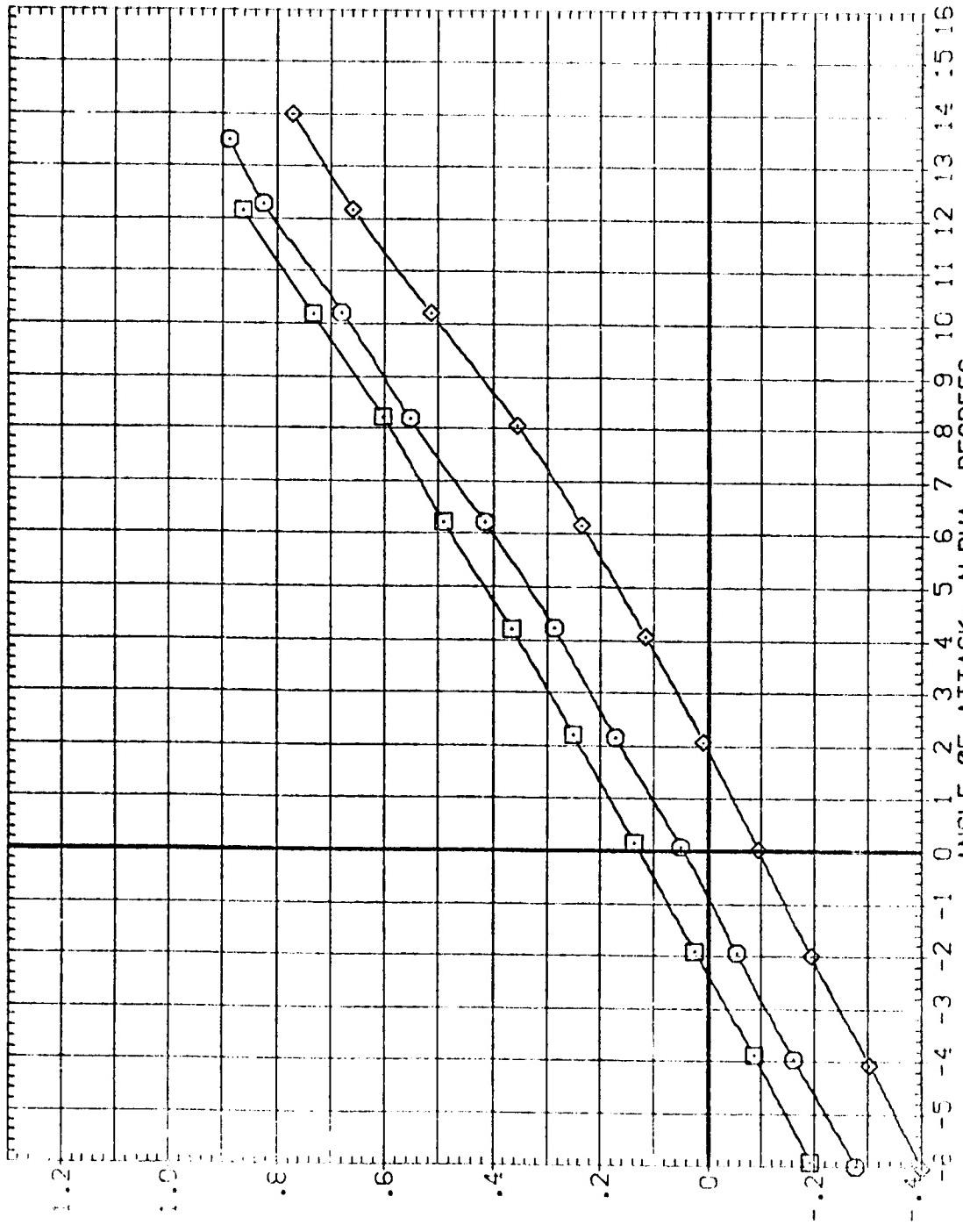
LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =60.0 DEG.
 (B)MACH = .95

PAGE 236

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (ZAG)15) □ VS 82 T
 (ZAG)24) □ VS 82 T
 (ZAG)25) □ VS 82 T

AIL-L AIL-R HORIZT
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



LIFT COEFFICIENT, CL

FIG. 5. AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 60.0 DEG.
 COEFF. = .38
 PAGE 237

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(ZAD0115)		V5 B2 T
(ZAD0124)		V5 B2 T
(ZAD0125)		V5 B2 T

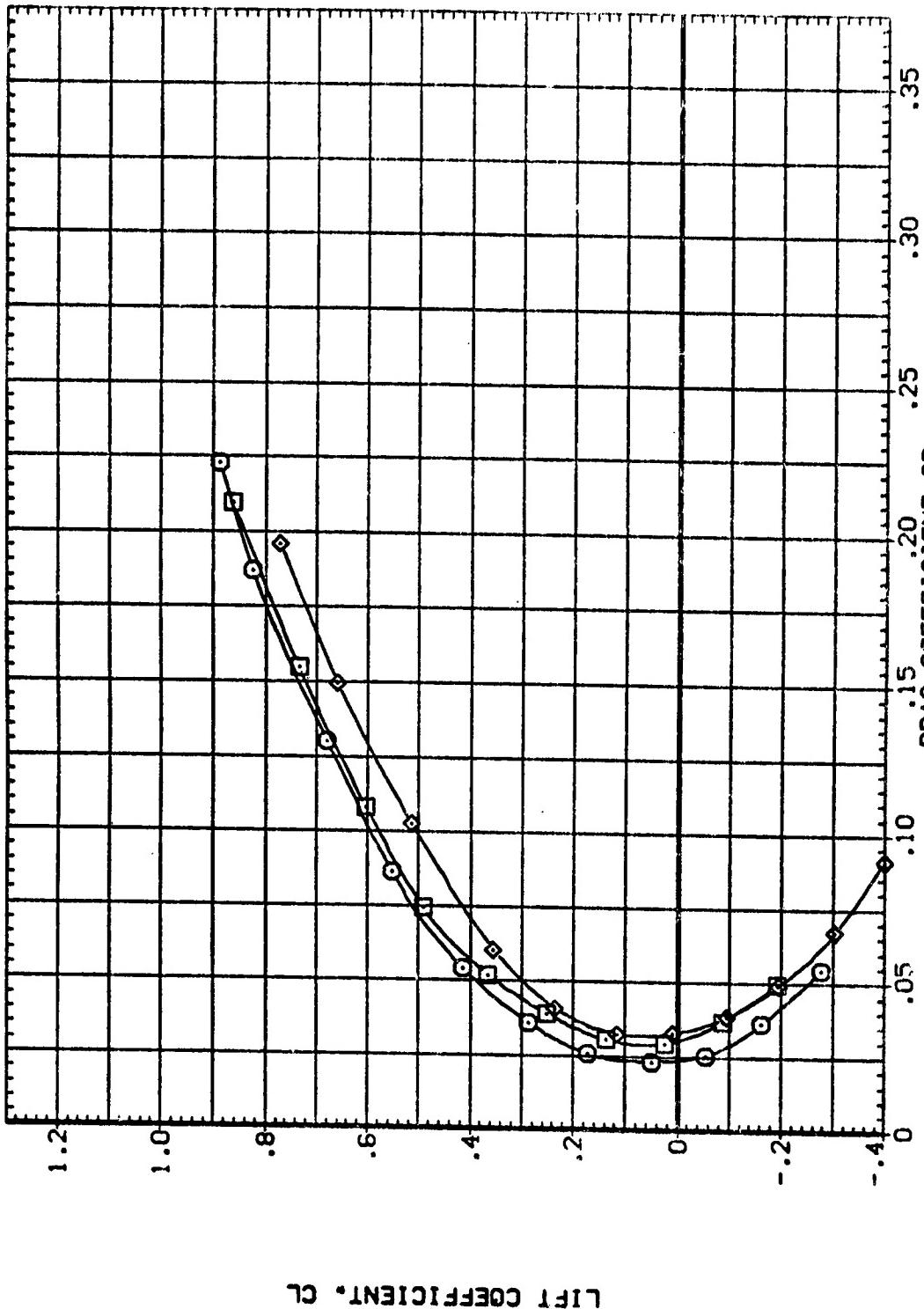
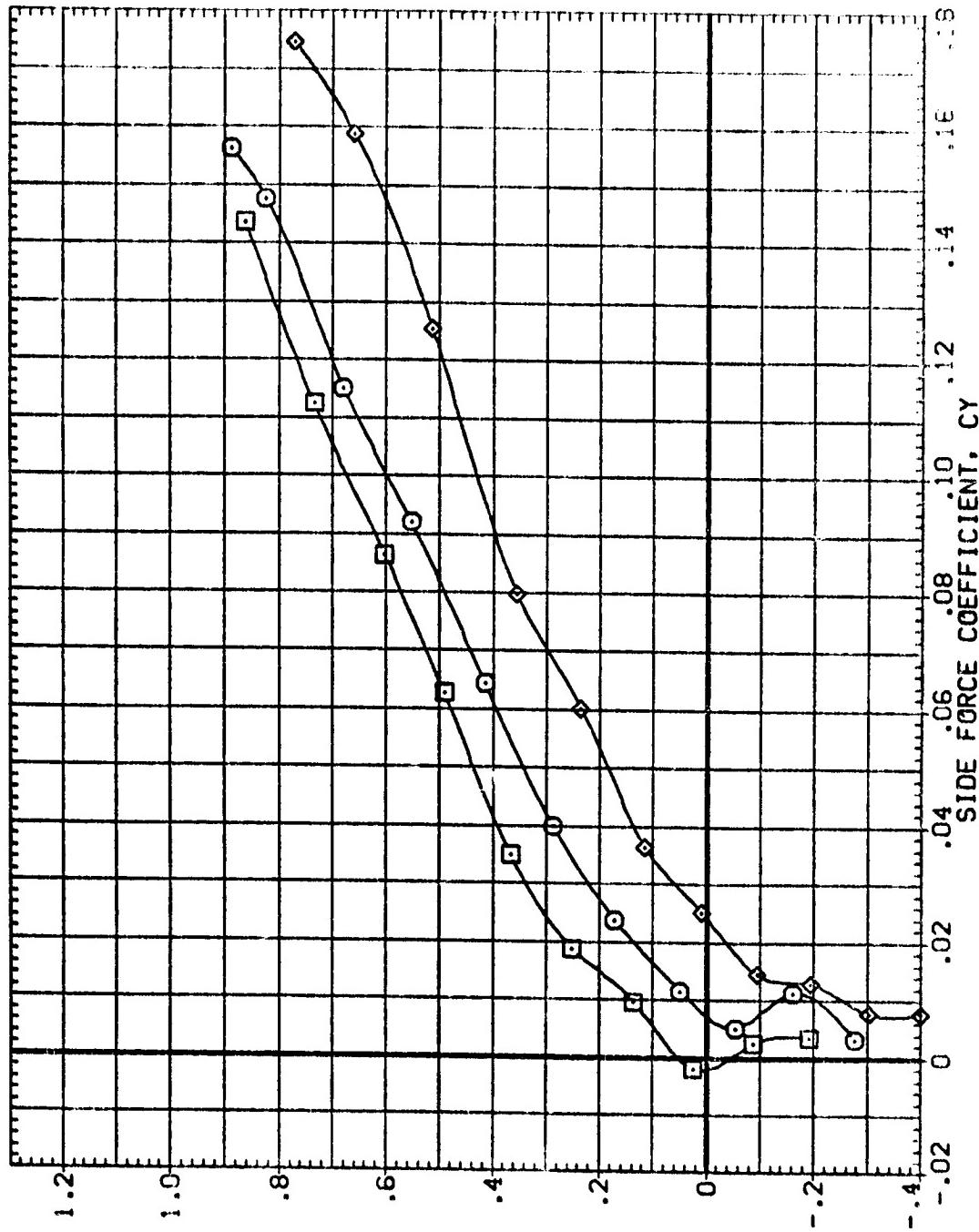


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =60.0 DEG.
(C)_{MACH} = .98

PAGE 238

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 {ZAO15} O VS B2 T
 {ZAO14} S VS B2 T
 {ZAO125} C VS B2 T

	AIL-L	AIL-R	HORZT
{ZAO15}	.000	.000	.000
{ZAO14}	.000	.000	2.500
{ZAO125}	.000	.000	-5.000

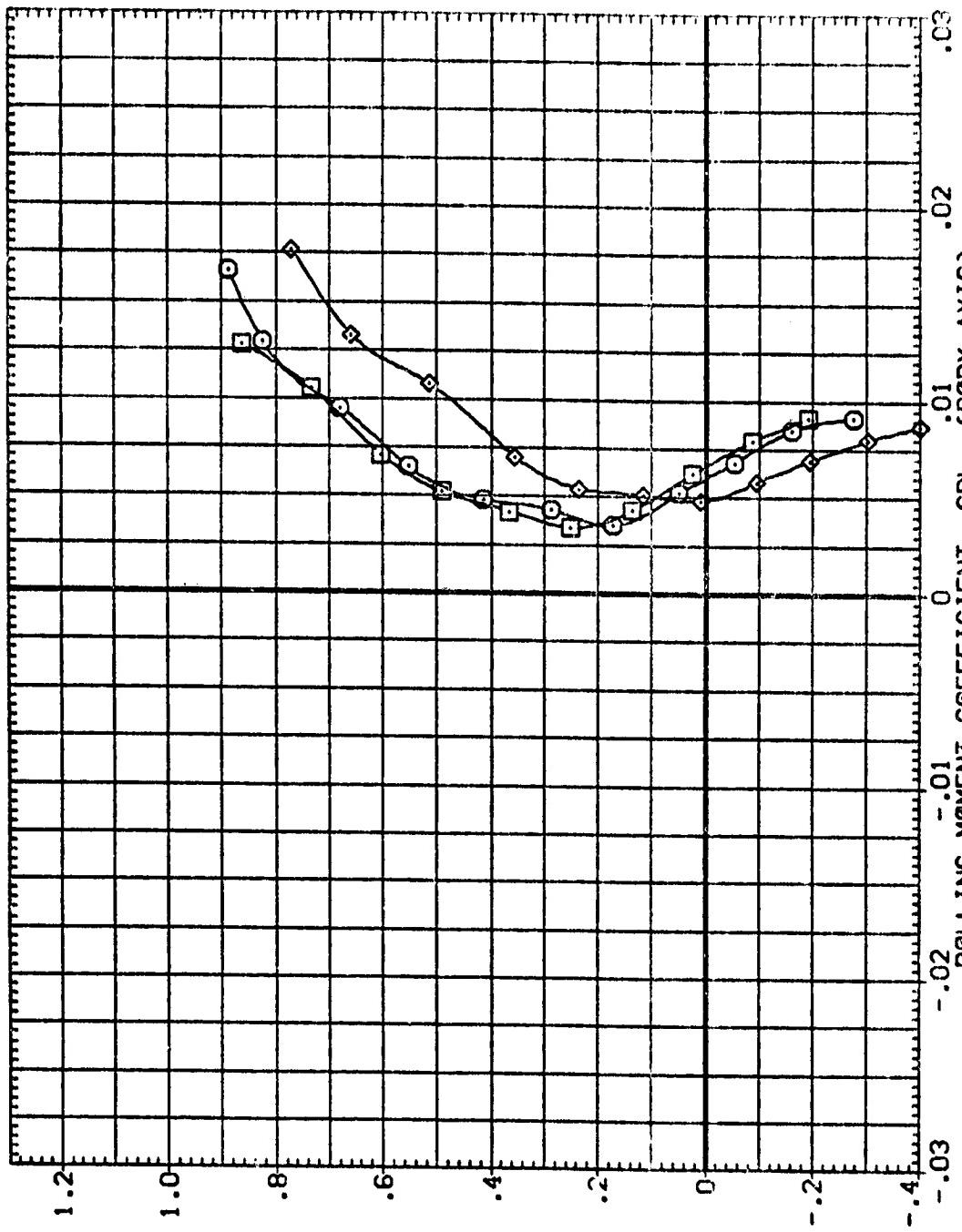


LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 60.0 DEG.
 (COMACH = .98

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 { ZAG115 } VS B2 T
 { ZAG124 } VS B2 T
 { ZAG125 } VS B2 T

AIL-L AIL-R HORIZT
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



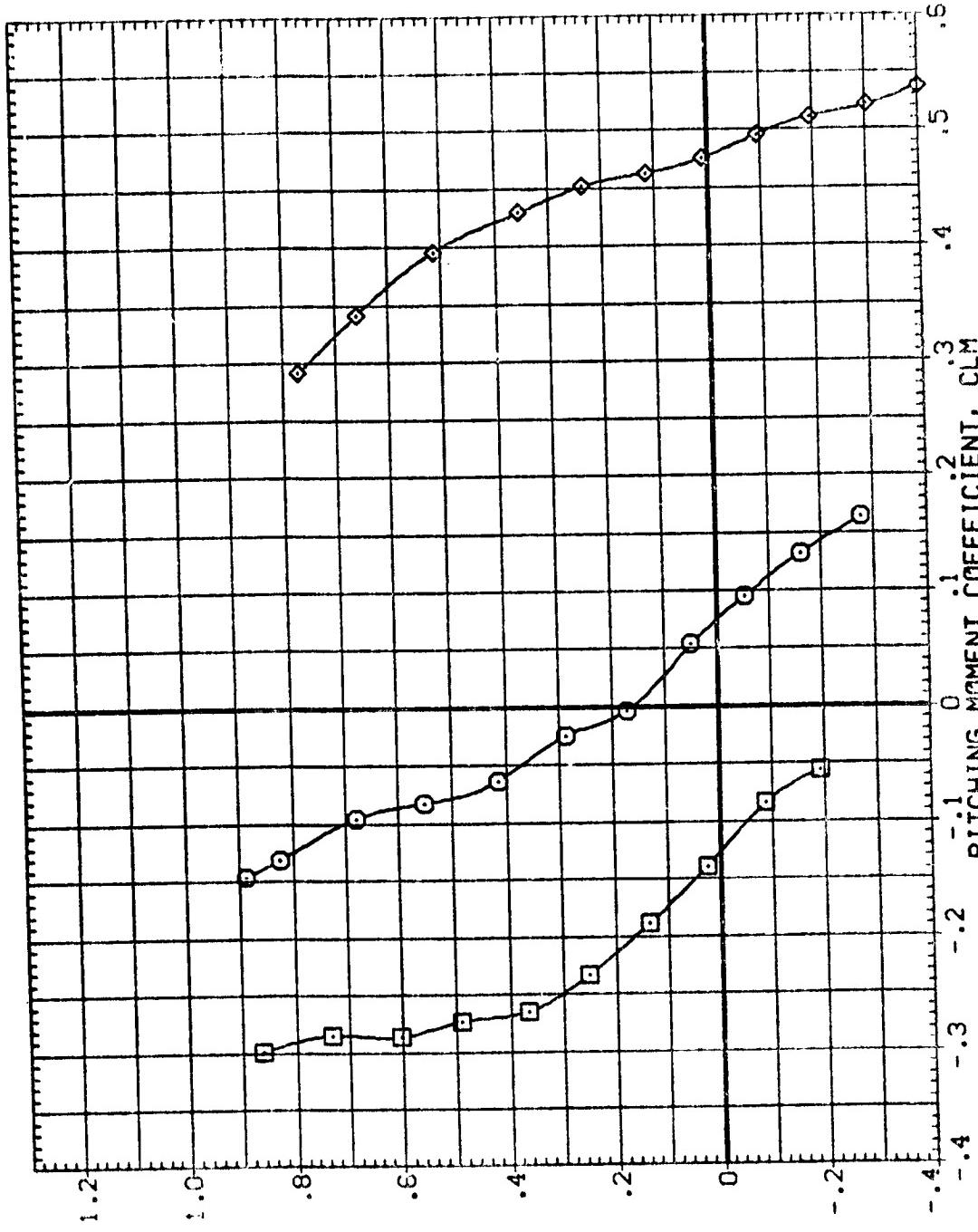
LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 60.0 DEG.
 (C)MACH = .98

PAGE 240

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (ZAG115) VS B2 T
 (ZAG12A) VS B2 T
 (ZAG125) VS B2 T

AIL-L AIL-R HORZT
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 60.0 DEG.
 (C)_{MACH} = .98
 PAGE 241

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 {ZAO115} VS B2 T
 {ZAO124} VS B2 T
 {ZAO125} VS B2 T

	AIL-L	AIL-R	HORIZT
{ZAO115}	.000	.000	.000
{ZAO124}	.000	.000	2.500
{ZAO125}	.000	.000	-5.000

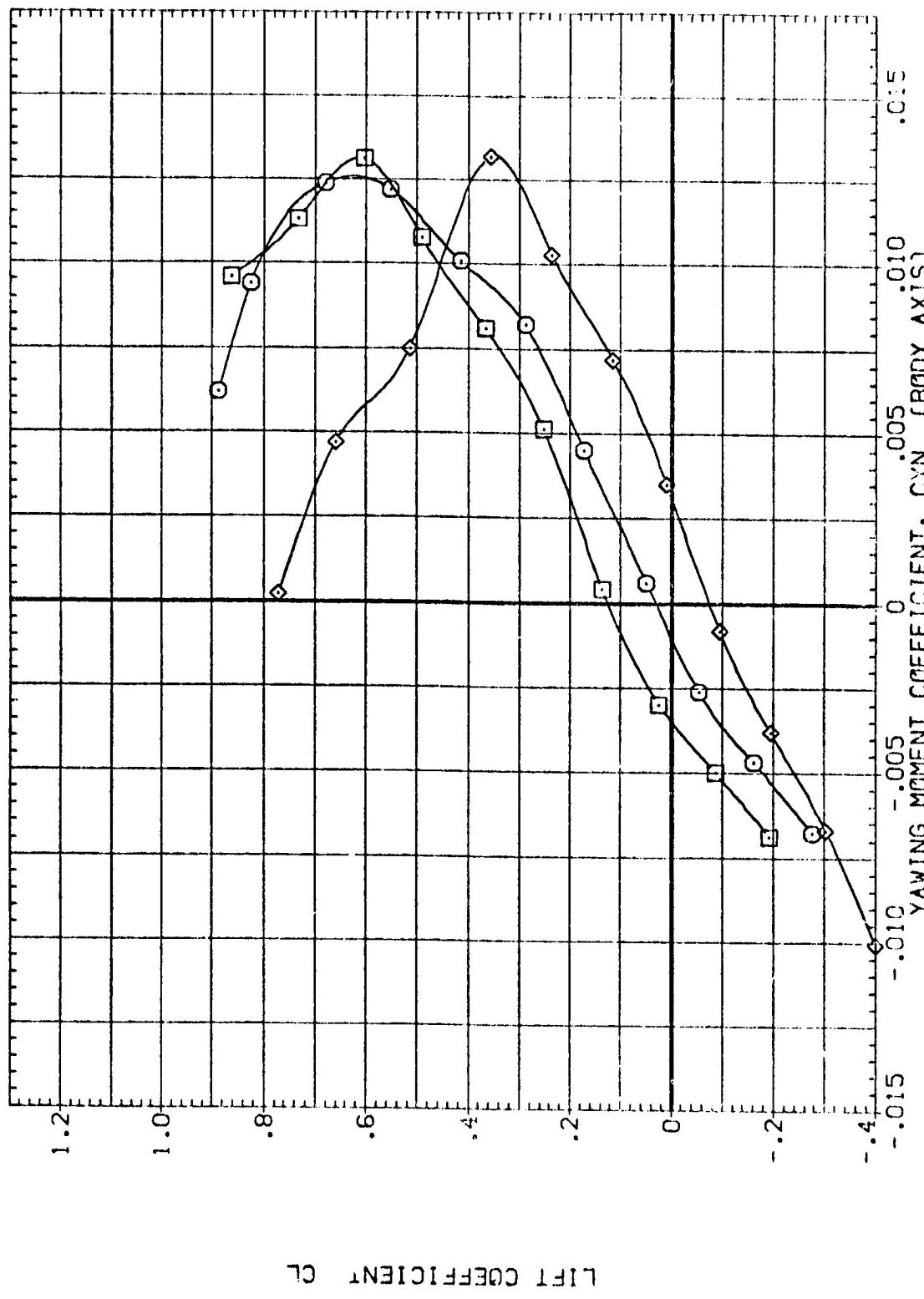
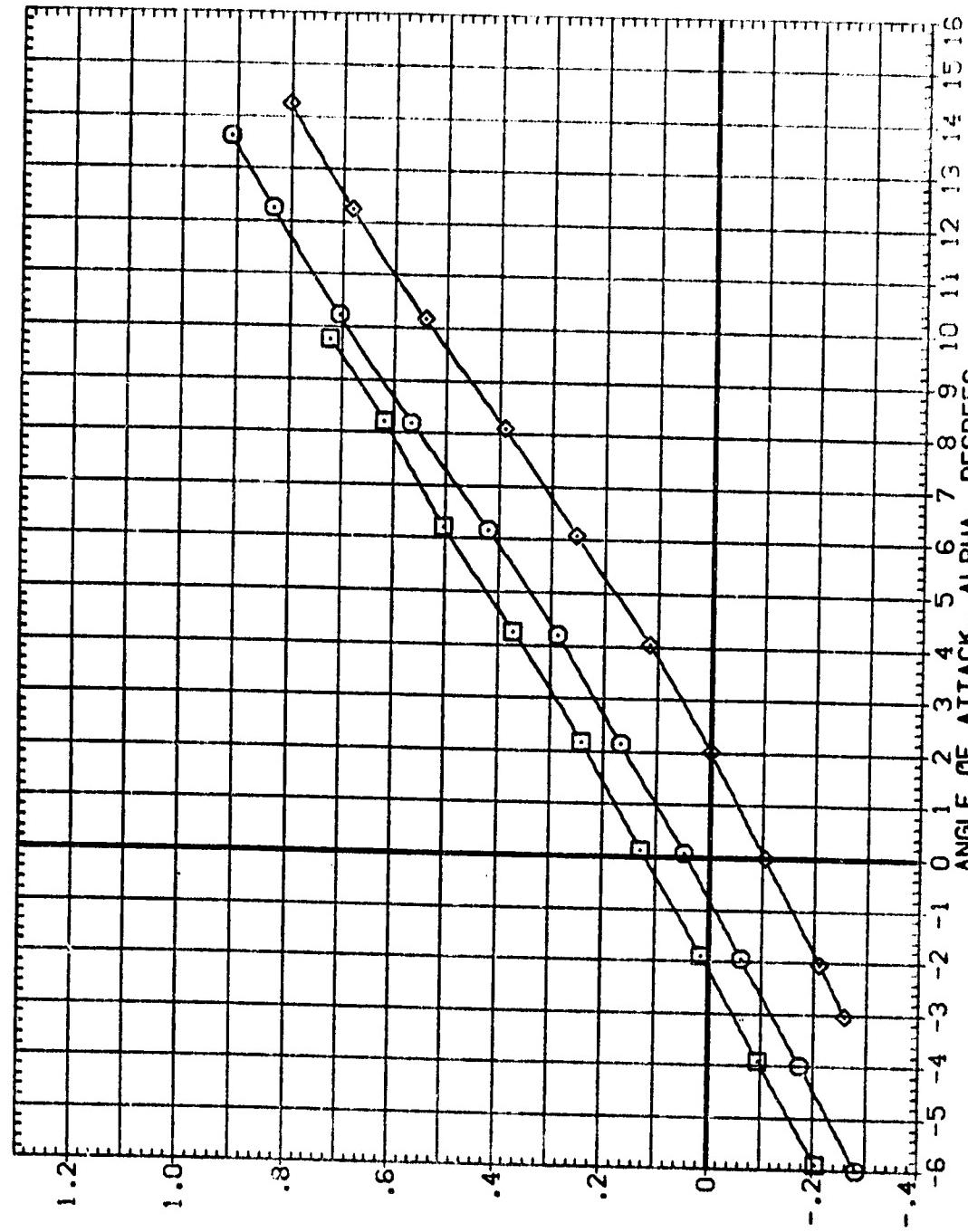


FIG. 6 AERO. CHARACTERISTICS IN PITCH. EFFECT OF TAIL DEFLECT., SWEET =60.0 DEG.
 (C)MACH = .98
 PAGE 242

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 { ZAO15 } V5 B2 1
 { ZAO14 } V5 B2 1
 { ZAO15 } V5 B2 1

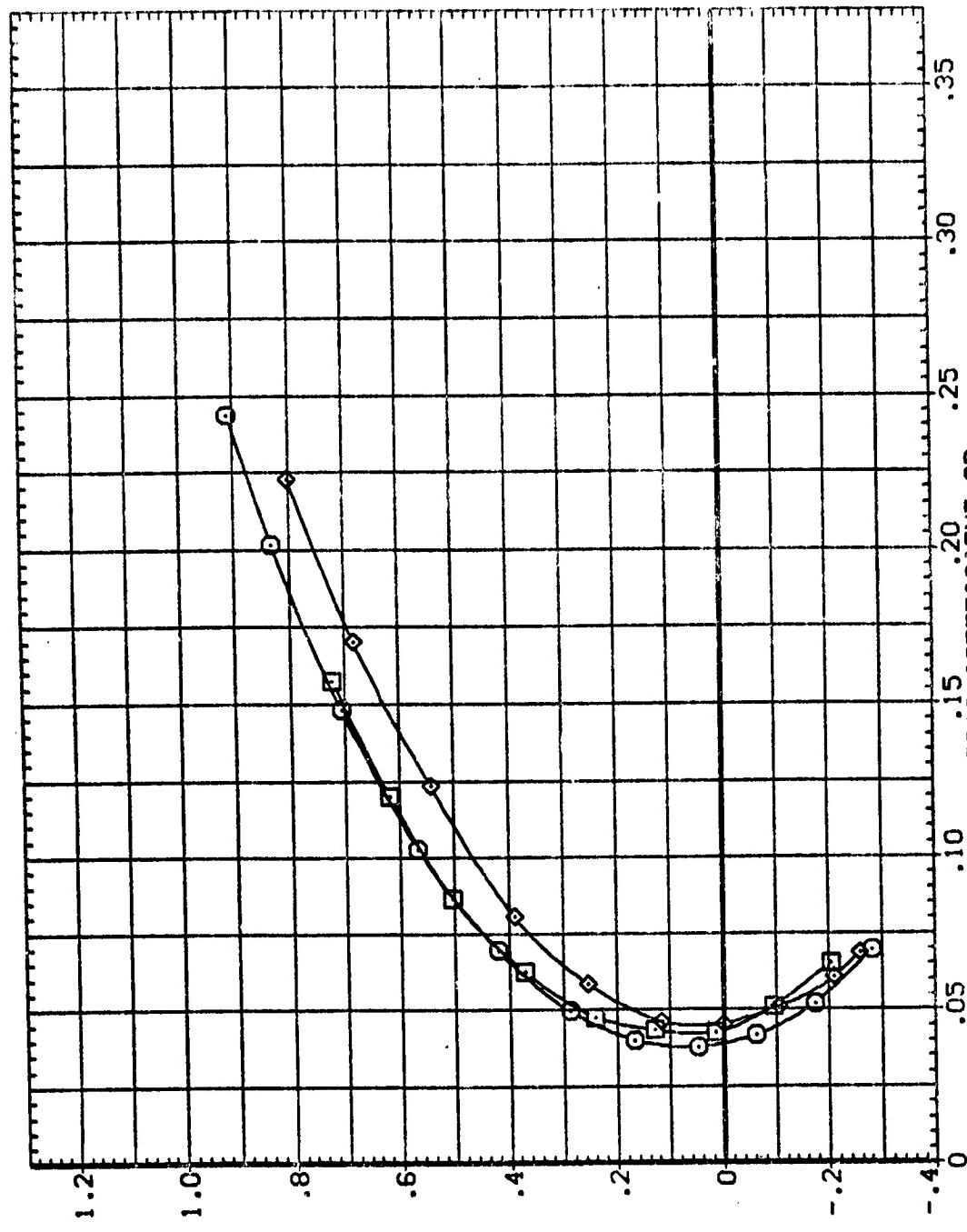
AIL-L AIL-R HORZT
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



LIFT COEFFICIENT, CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 30.0 DEG.
 (MACH = 1.05

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 {ZAG115} \diamond VS 82 T
 {ZAG124} \square VS 82 T
 {ZAG125} \diamond VS 82 T



LIFT COEFFICIENT. CL

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ORIGINALLY FROM THE

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 60.0 DEG,
 (DOWMACH = 1.05
 PAGE 2-4

DATA SET SYMBOL CONFIGURATION DESCRIPTION

{ZAO15}	V5 B2 T
{ZAO124}	V5 B2 T
{ZAO125}	V5 B2 T
{ZAO126}	V5 B2 T

AIR-L AIR-R HORIZT
.000 .000 .000
.000 .000 2.500
.000 .000 -5.000

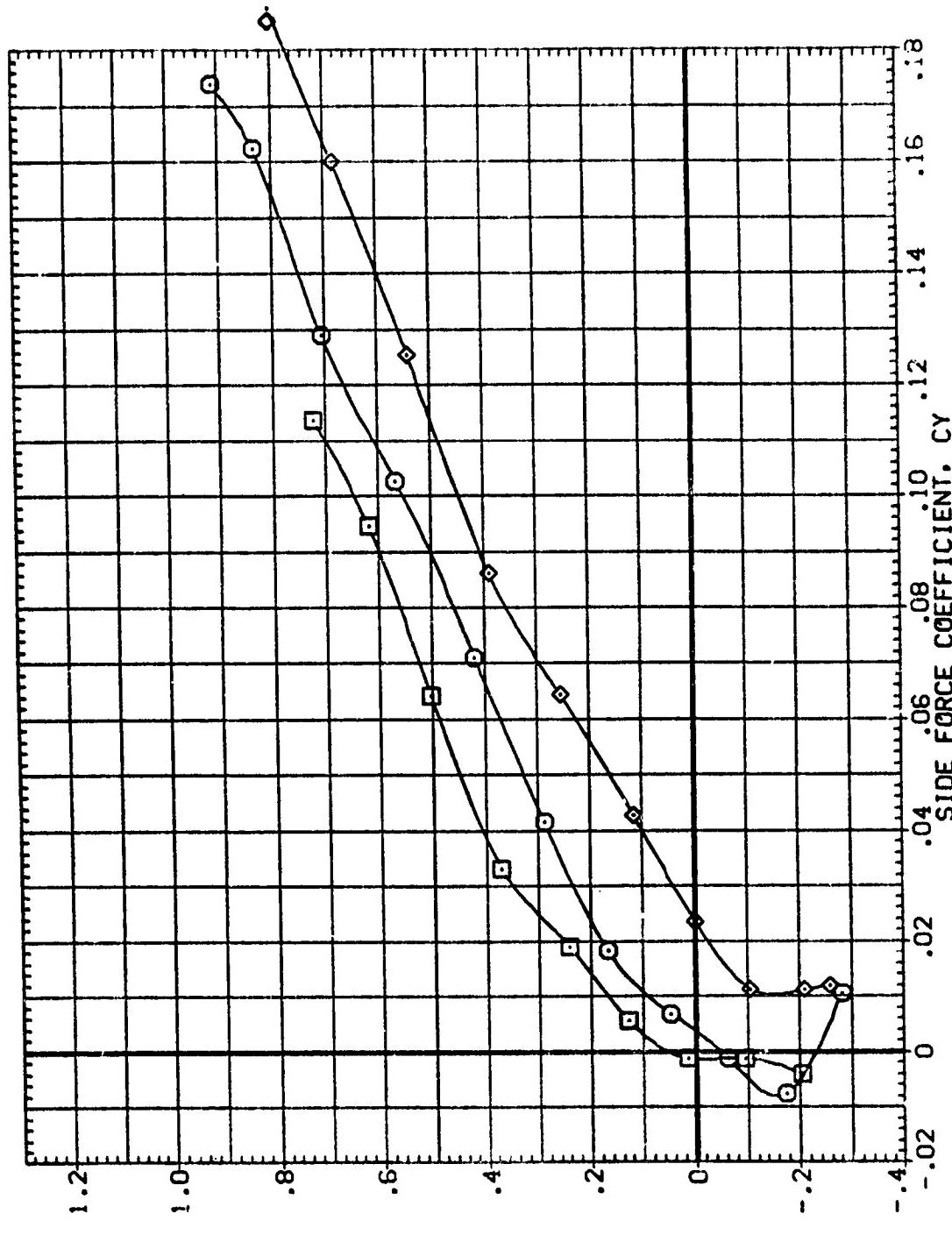


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =60.0 DEG.

DOMMACH = 1.05

PAGE 245

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZT
{ZAO15}	.000	.000	.000
{ZAO14}	.000	.000	.2500
{ZAO123}	.000	.000	-5.000

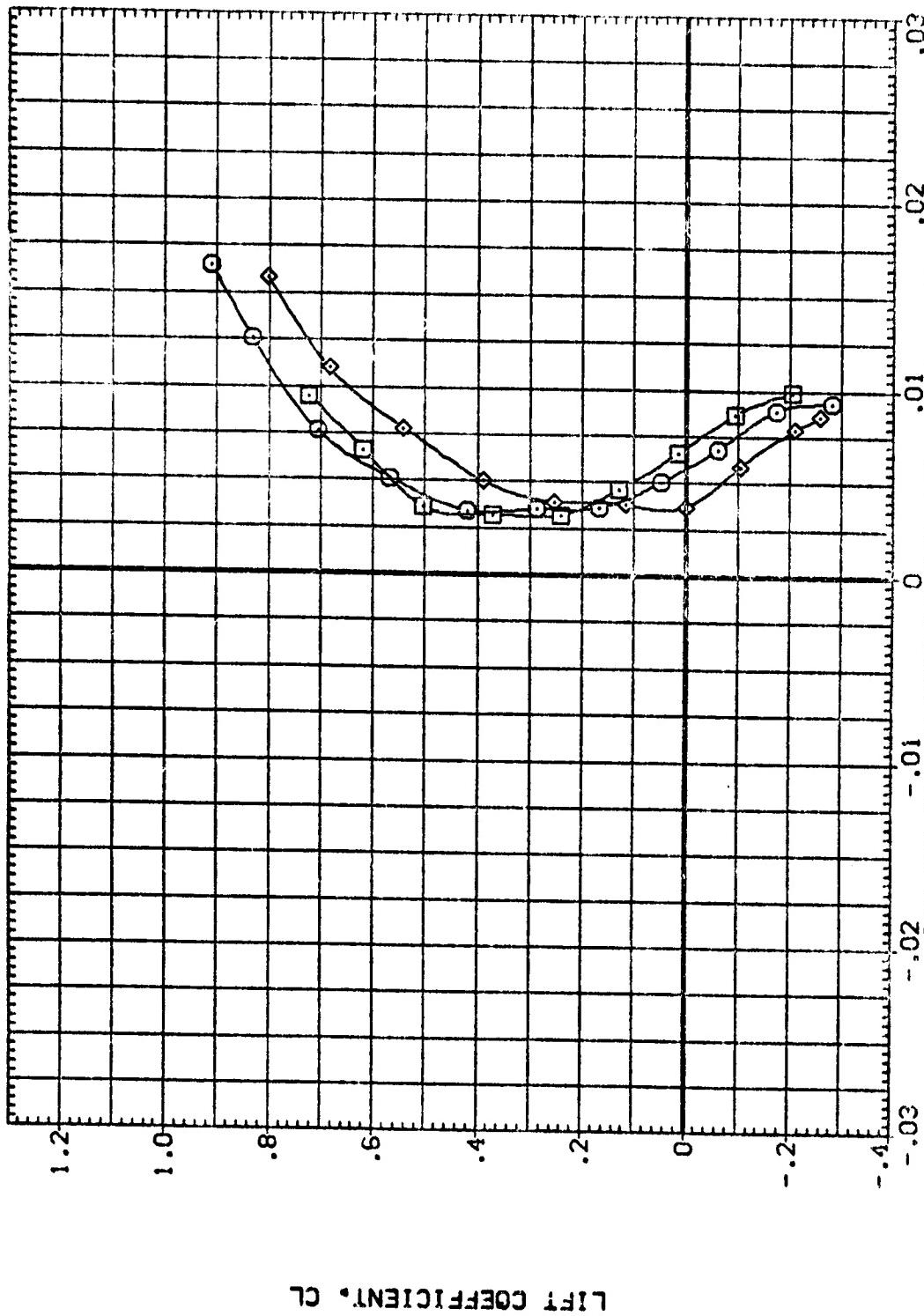


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 60.0 DEG.
 $(CD)_MACH = 1.05$

PAGE 245

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIR-L	AIR-R	HORIZ.
{ZAO115}	.000	.000	.000
{ZAO124}	.000	.000	-2.500
{ZAO125}	.000	.000	-5.000

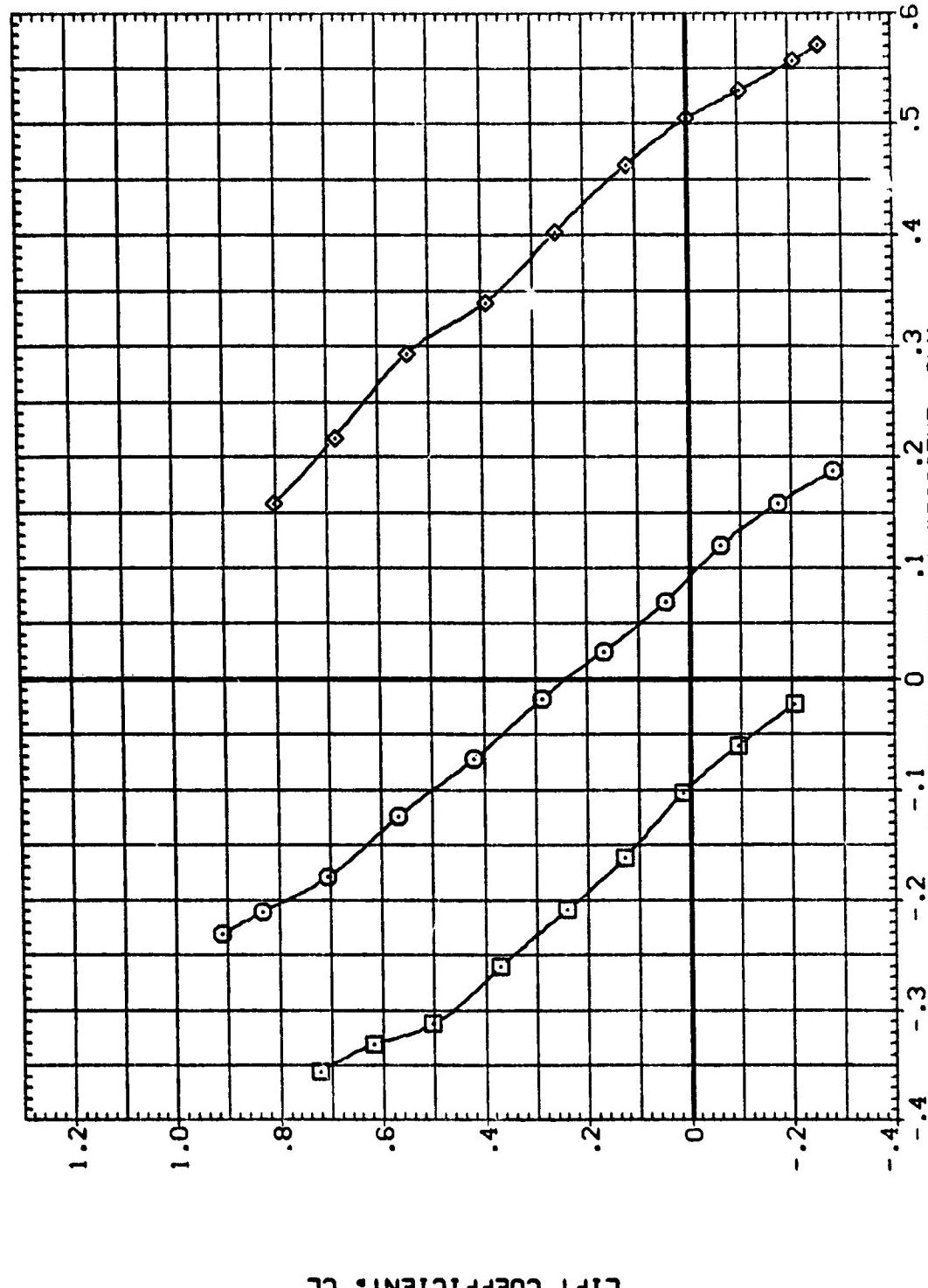


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =60.0 DEG.

(CD)MACH = 1.05

PAGE 247

REPRODUCED BY
ORIGINAL PAGE 248

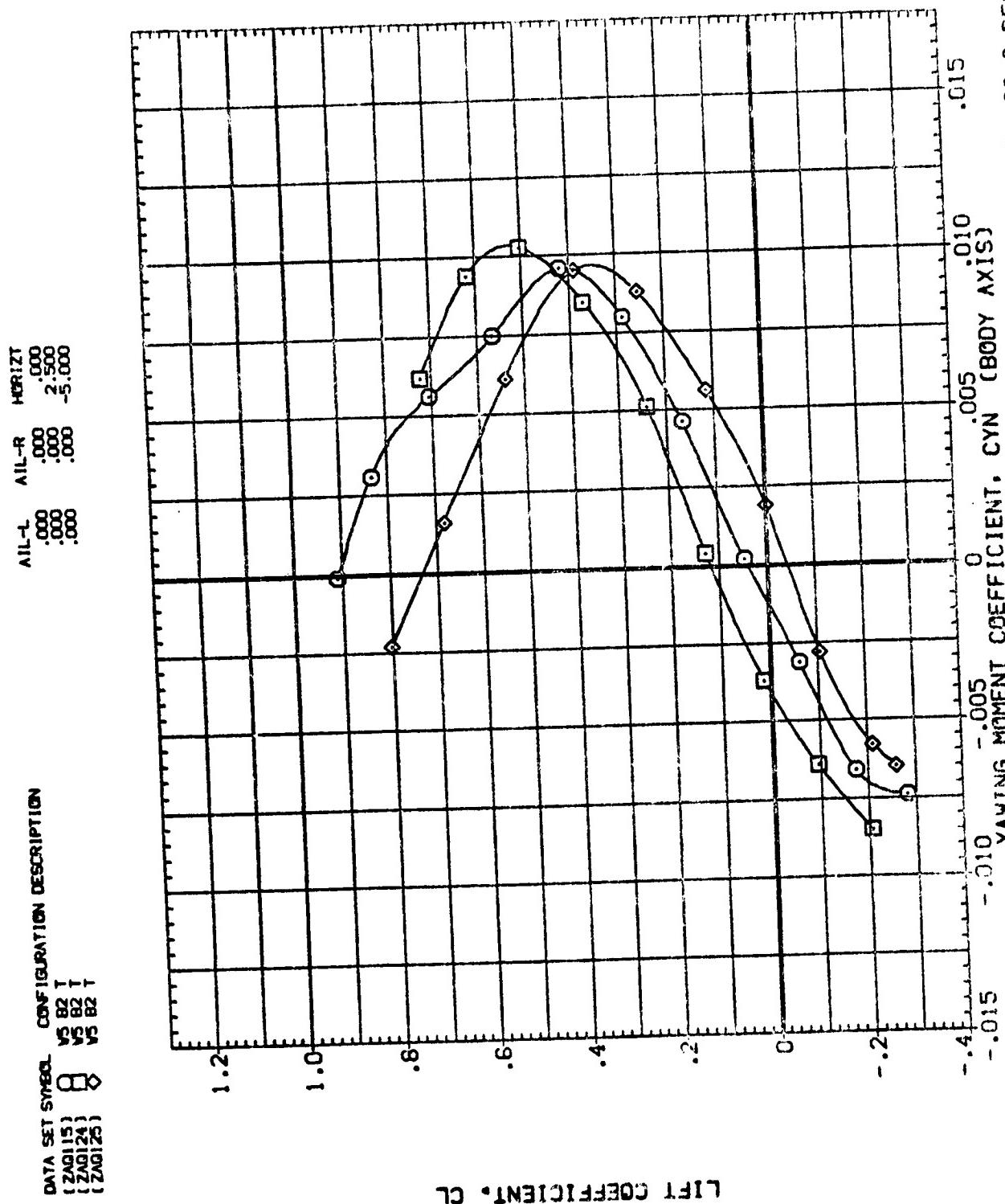
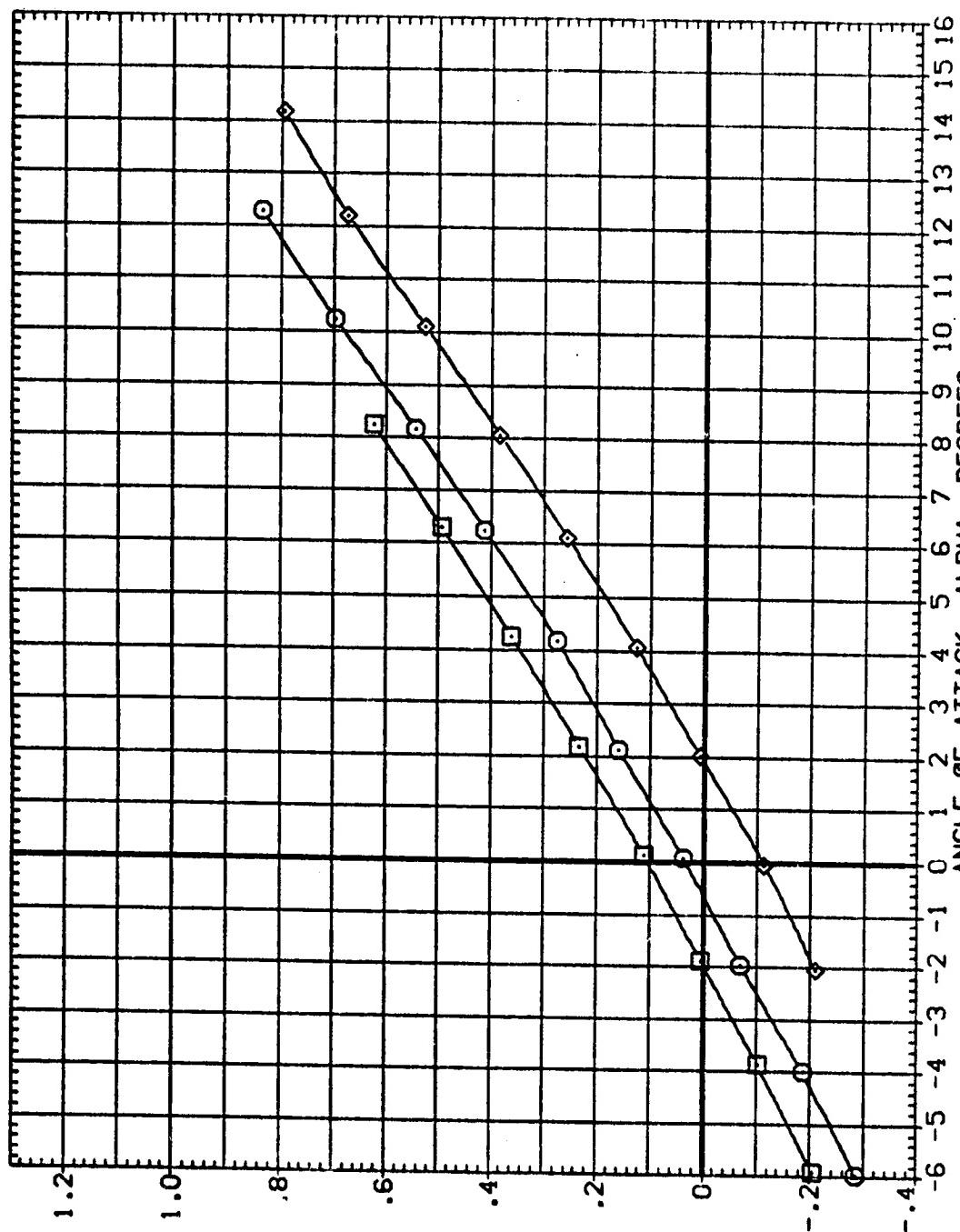


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =60.0 DEG.
PAGE 248

DATA SET SWEEP CONFIGURATION DESCRIPTION
 (ZAG15) V5 82 T
 (ZAG14) V5 82 T
 (ZAG13) V5 82 T

AIR-L AIR-R HORIZT
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000



LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET =60.0 DEG.
 (E)MACH = 1.10

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (Z00115) V5 B2 T
 (Z00124) V5 B2 T
 (Z00125) V5 B2 T

	AIL-L	AIL-R	HORIZT
(Z00115)	.000	.000	.000
(Z00124)	.000	.000	2.500
(Z00125)	.000	.000	-5.000

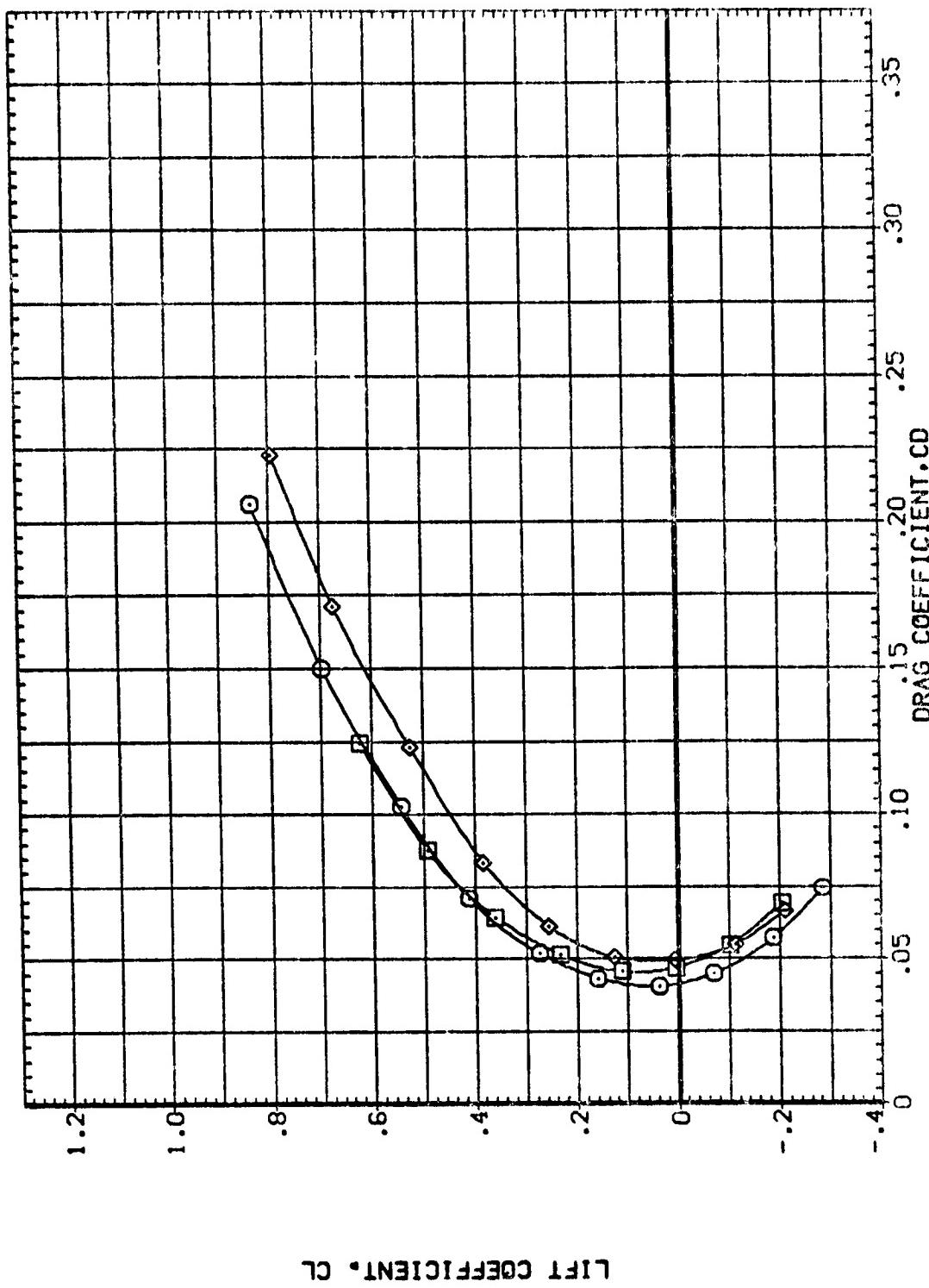
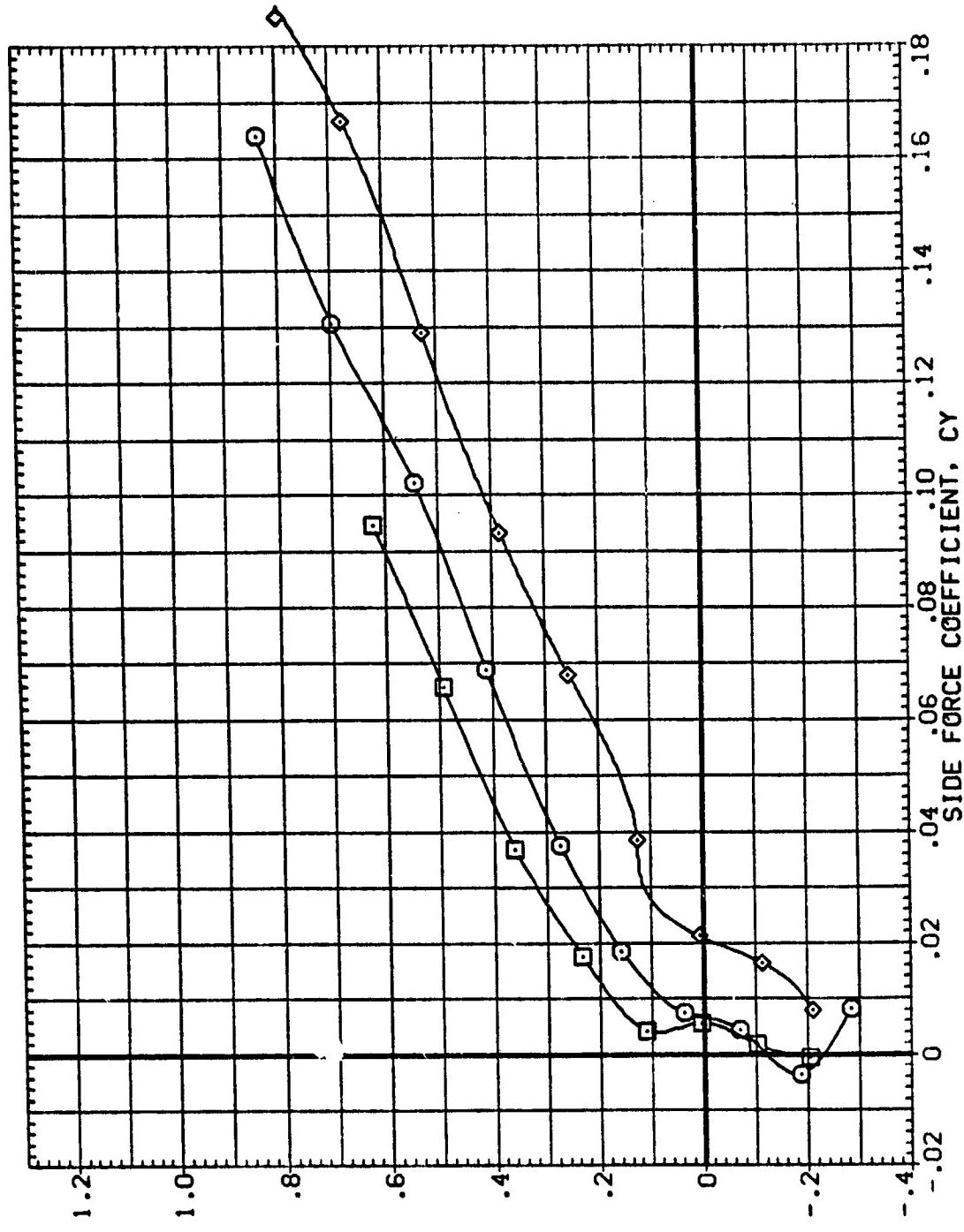


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SHEEP =60.0 DEG.
 (E)MACH = 1.10
 PAGE 25C

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(ZAO115)	VS B2 T
(ZAO126)	VS B2 T
(ZAO128)	VS B2 T

AIL-L	AIL-R	HORIZT
.000	.000	.000
.000	.000	2.500
.000	.000	-5.000



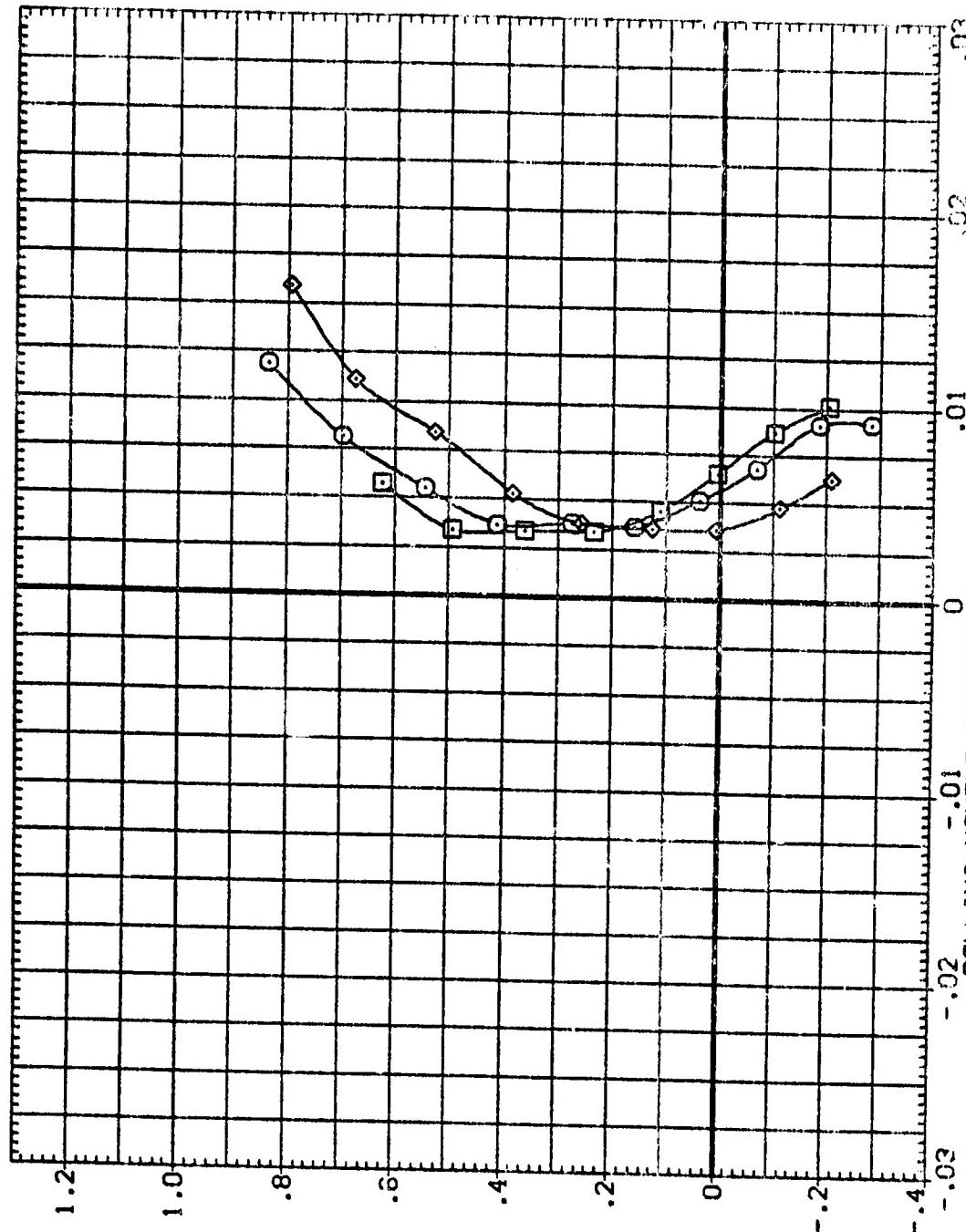
LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH. EFFECT OF TAIL DEFLECT., SWEEP =60.0 DEG.
 $C_e MACH = 1.10$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

ZAO[15]	V5 B2 T
ZAO[24]	V5 B2 T
ZAO[25]	V5 B2 T

	AIL-L	AIL-R	HORIZT
.000	.000	.000	.000
.000	.000	.000	.2500
.000	.000	.000	-.5000



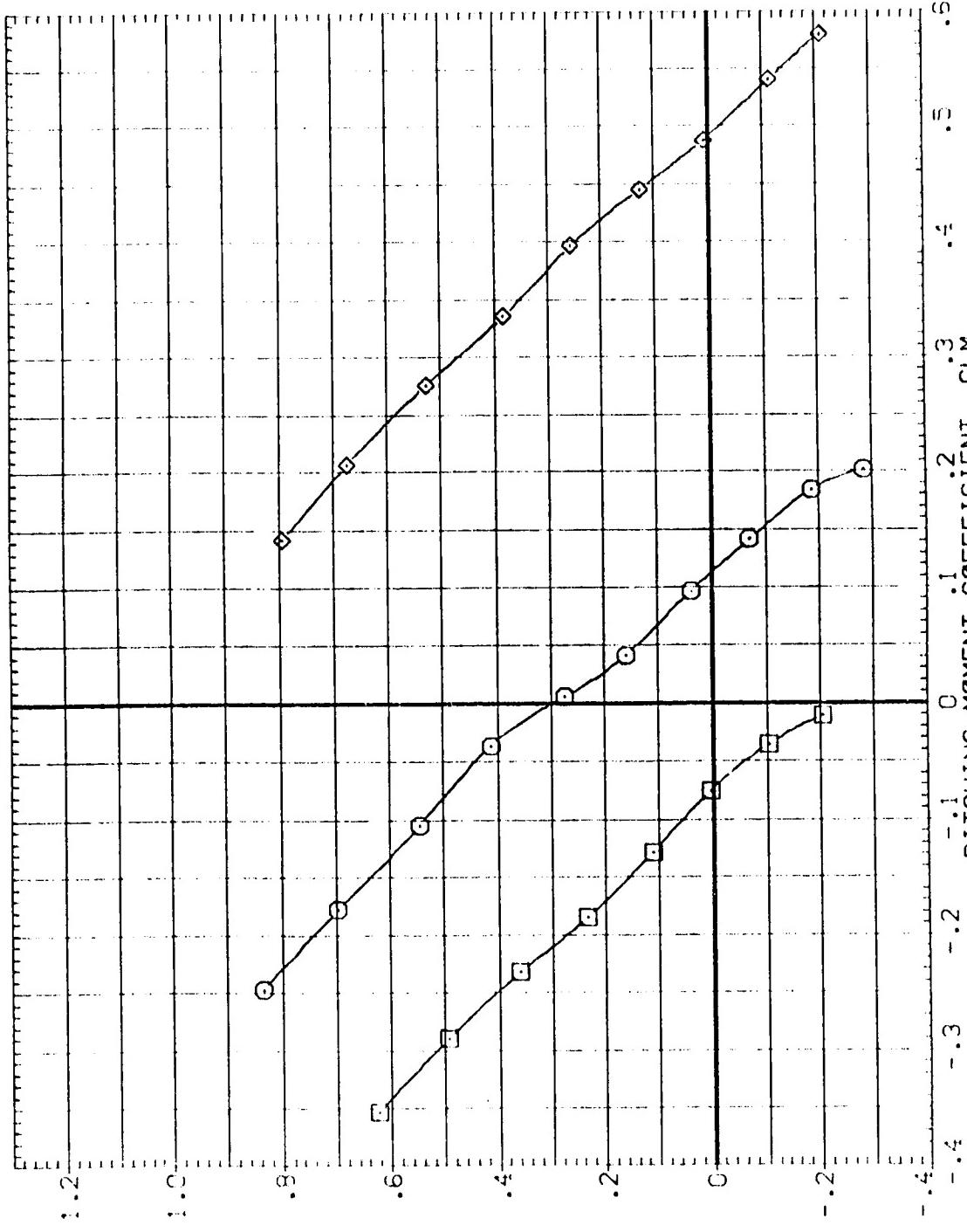
LIFT COEFFICIENT, CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SLEP = 60.0 DEG.
(E)MACH = 1.10

PAGE 252

AIRSPEED
 CONFIGURATION DESCRIPTION
 VS 82 T
 VS 82 T
 VS 82 T
 VS 82 T

	AIL-L	AIL-R	HORIZT
.000	.000	.000	
.000	.000	.2500	
.000	.000	-.5000	

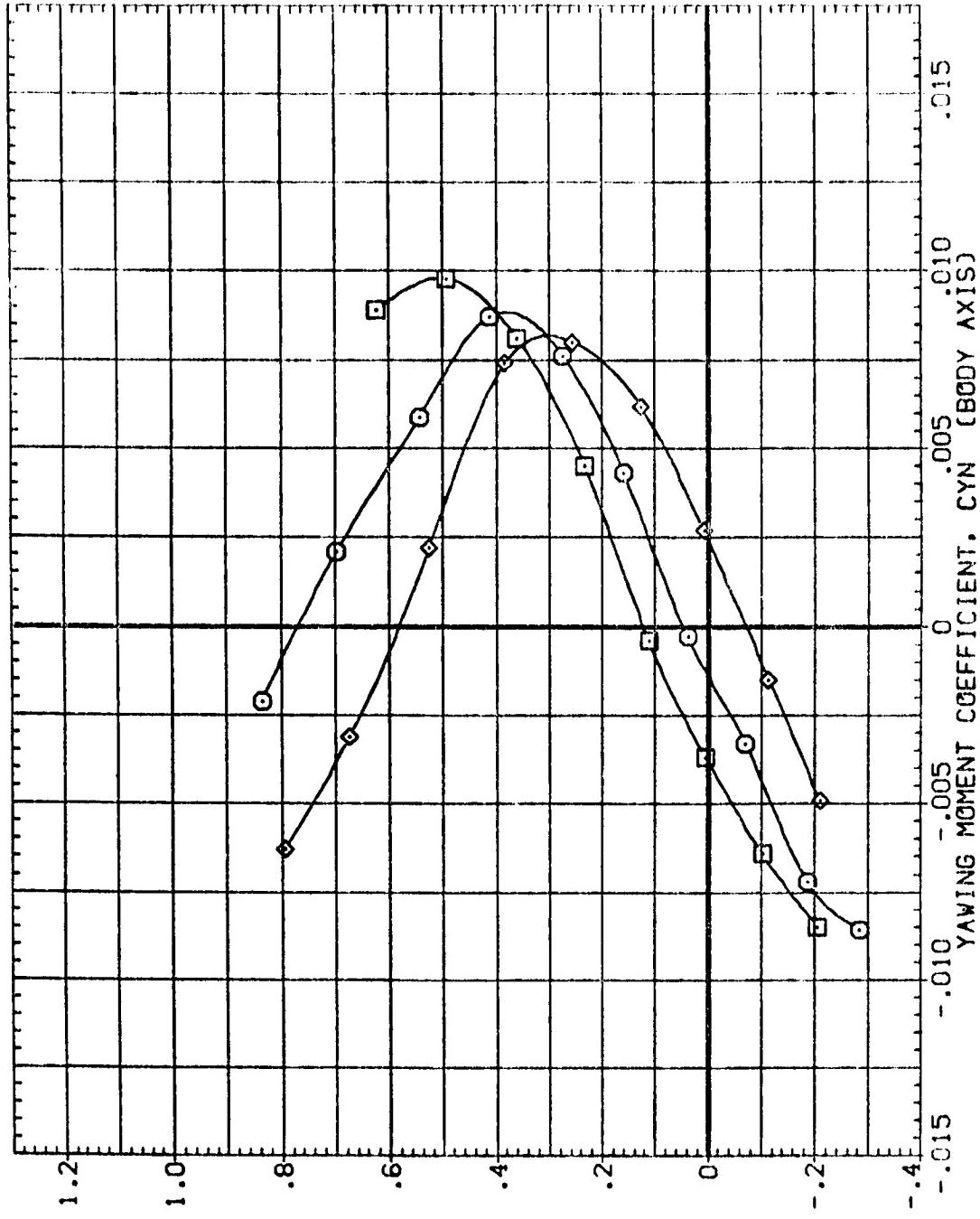


LIFT COEFFICIENT, CL

FIG. 6 AER. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP = 60.0 DEG.
 CE_{WING} = 1.10
 PAGE 253

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 {ZAO15} VS B2 T
 {ZAO124} VS B2 T
 {ZAO125} VS B2 T

AIL-L AIL-R HCF:27
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -3.000



LIFT COEFFICIENT. CL

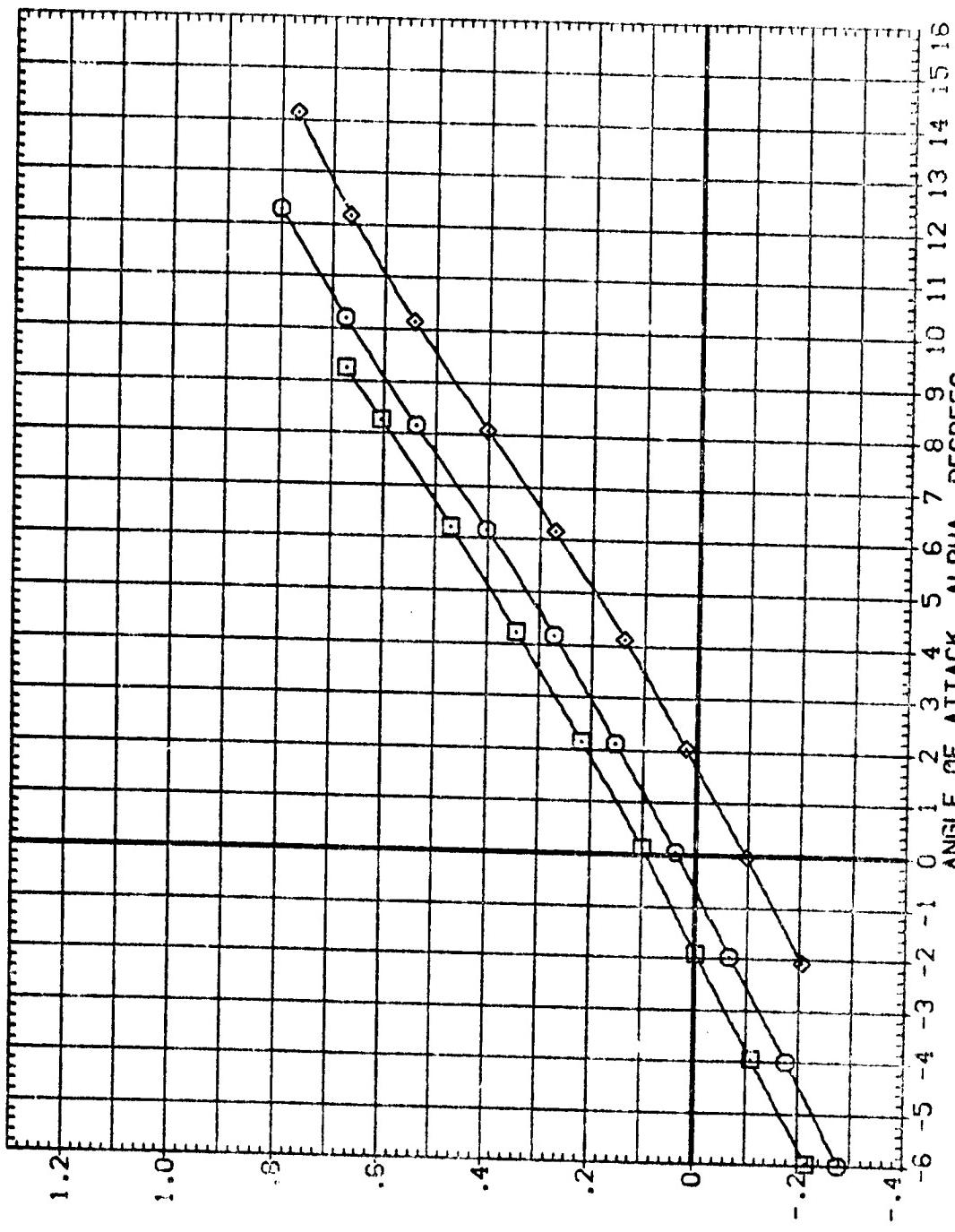
FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =80.0 DEG.
 (E)MACH = 1.10

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(ZAG115)	V5 B2 T
(ZAG124)	V5 B2 T
(ZAG125)	V5 B2 T

AIR-L AIR-R HORIZT

.000	.000	.000
.000	.000	2.500
.000	.000	-5.000

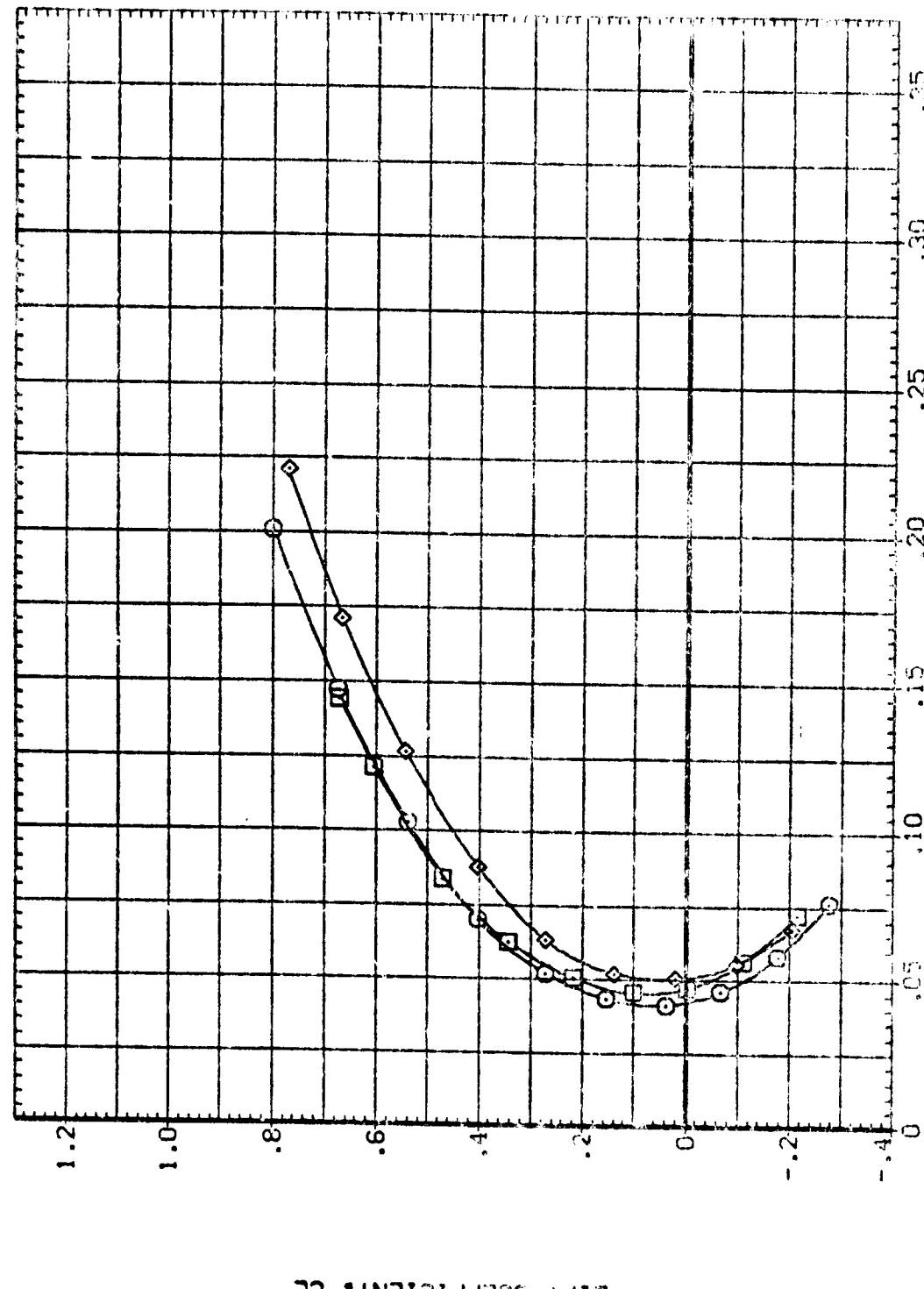


LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =60.0 DEG.
MACH = 1.20

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 {ZAO15} VS BE 1
 {ZAO12A} VS B2 1
 {ZAO12B} VS B2 1

AIR-L AIR-R HORIZ
 .000 .000 .000
 .000 .000 2.500
 .000 .000 -5.000

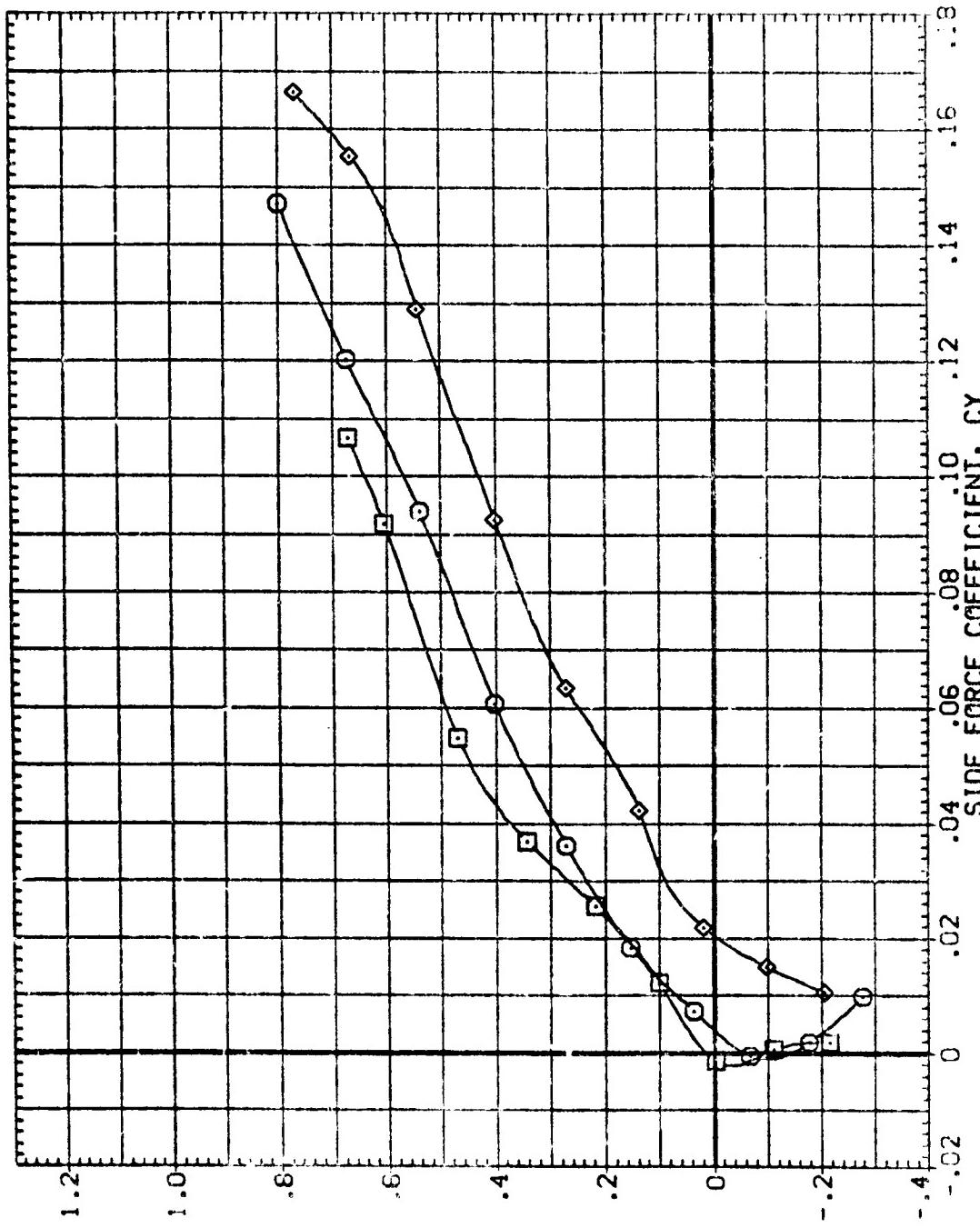


LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH. EFFECT OF TAIL DEFLECT. SWEEP = 60.0 DEG.
 (FMACH = 1.20)
 PAGE 256

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 {ZG115) 0 VS B2 T
 {ZG124) 8 VS B2 T
 {ZG125) .000 VS B2 T

AIL-L AIL-R HORIZT
 .000 .000 .000
 .000 .000 -2.500
 .000 .000 -5.000



LIFT COEFFICIENT. CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =60.0 DEG.
 (F)MACH = 1.20

REPRODUCED BY *[Signature]*
ORIGINAL DATA IN FILE

DATA SET SYMBOL	CONFIGURATION DESCRIPTION
(2A0115)	VS B2 T
(2A0124)	VS B2 T
(2A0125)	VS B2 T

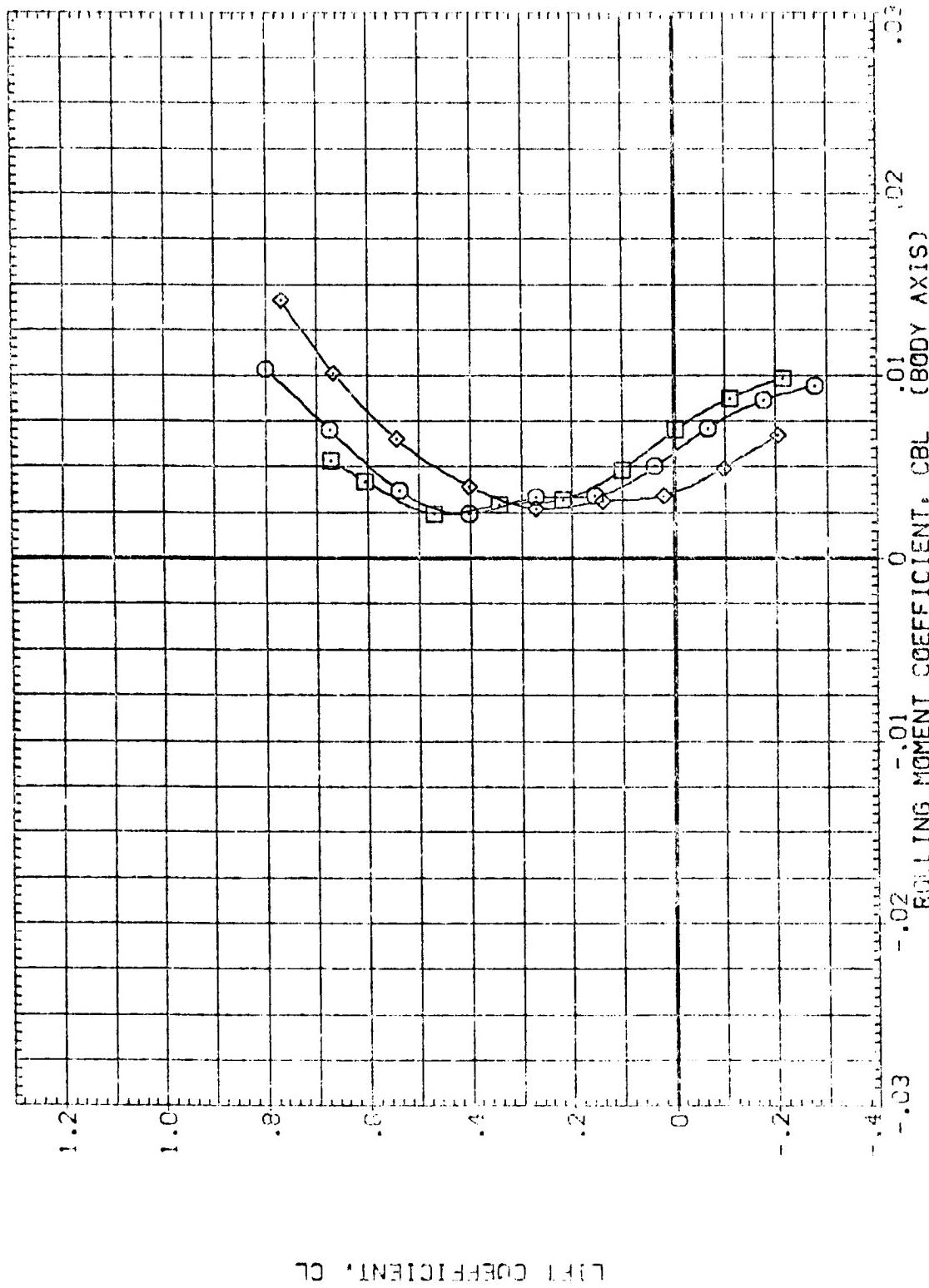
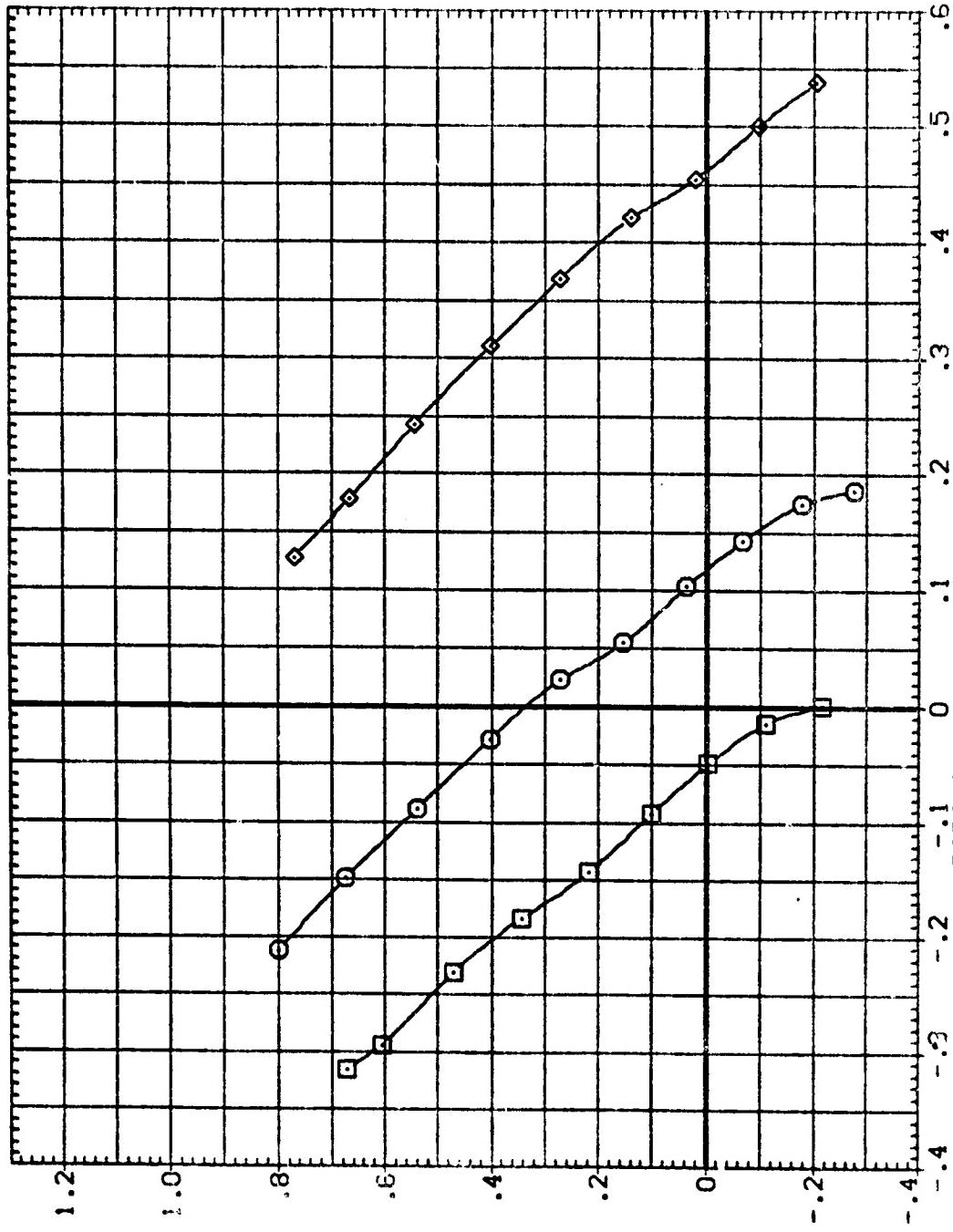


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 60.0 DEG.
(F)MACH = 1.20
PAGE 233

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIR-L	AIR-R	HORIZT
(Z00)15	.000	.000	.000
(Z00)24	.000	.000	.2500
(Z00)25	.000	.000	-2.500



LIFT COEFFICIENT. CL

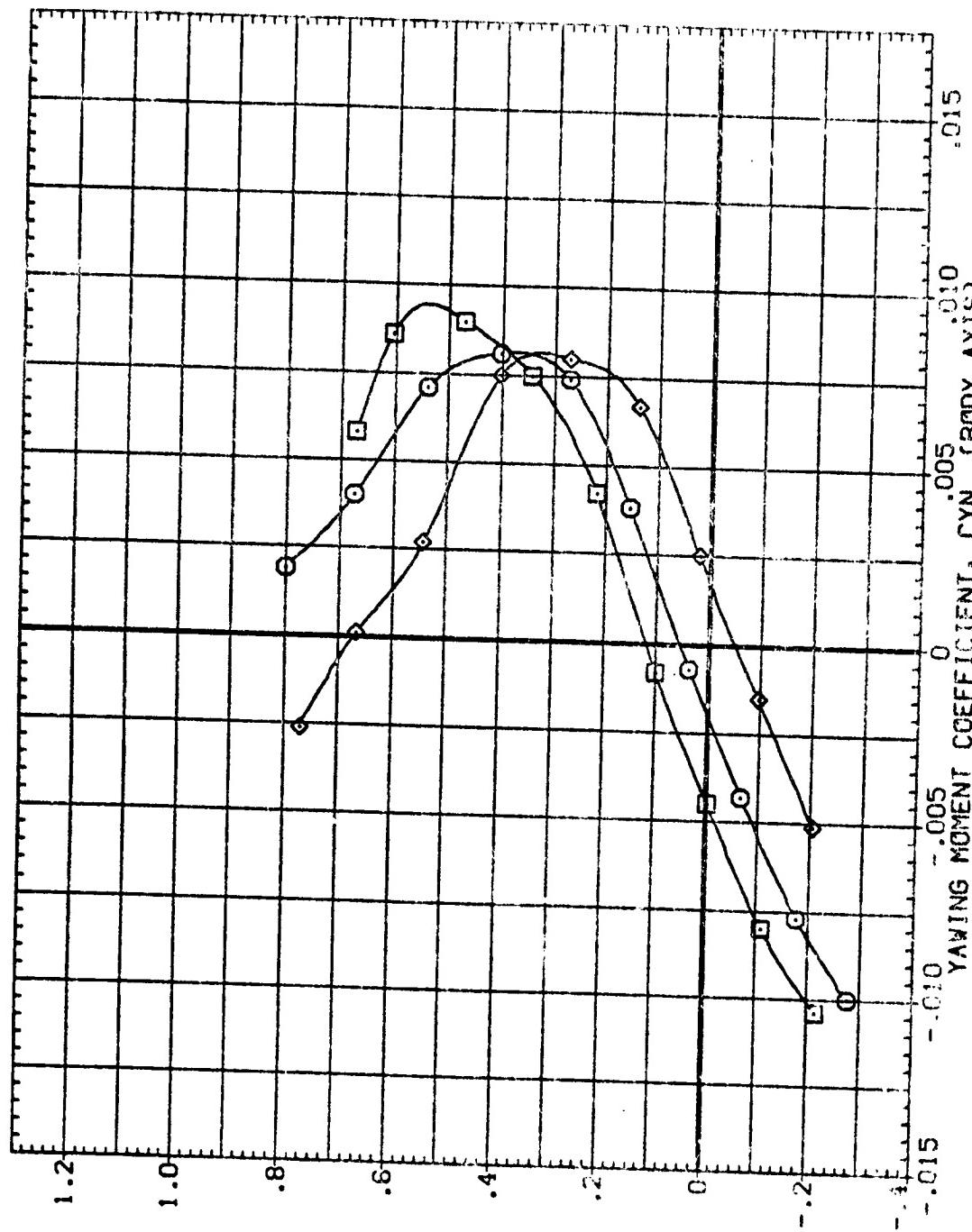
FIG. 6 AERO. CHARACTERISTICS IN PITCH. EFFECT OF TAIL DEFLECT., SWEEP =60.0 DEG.

 $(F)_{MACH} = 1.20$

PAGE 259

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 ZAO115 VS B2 T
 ZAO124 VS B2 T
 ZAO125 VS B2 T

AIR-L	AIR-R	HORIZT
.000	.000	.000
.000	.000	2.500
.000	.000	-5.000



LIFT COEFFICIENT, CL

FIG. 6 AERG. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT. SWEET = 60.0 DEG.
 (F)MACH = 1.20

PAGE 260

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ.
{Z-9015}	.000	.000	.000
{Z-9024}	.000	.000	.2500
{Z-9025}	.000	.000	-5.000

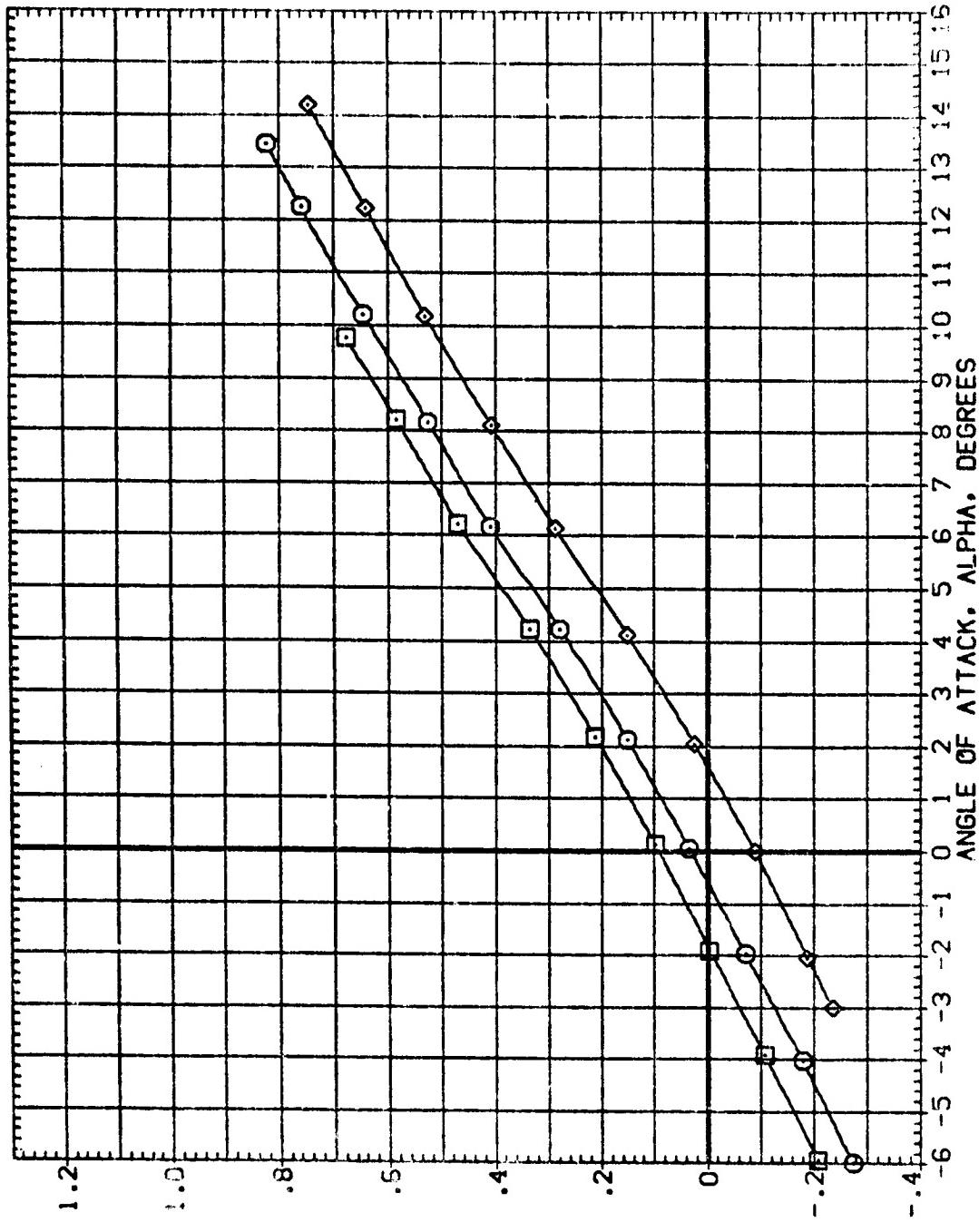


FIG. 6 AERO. CHARACTERISTICS IN PITCH. EFFECT OF TAIL DEFLECT., SLEEP = 30.0 DEG.

 $C_{MACH} = 1.30$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

	AIL-L	AIL-R	HORIZ
{ZAO115}	.000	.000	.000
{ZAO124}	.000	.000	2.500
{ZAO126}	.000	.000	-5.000

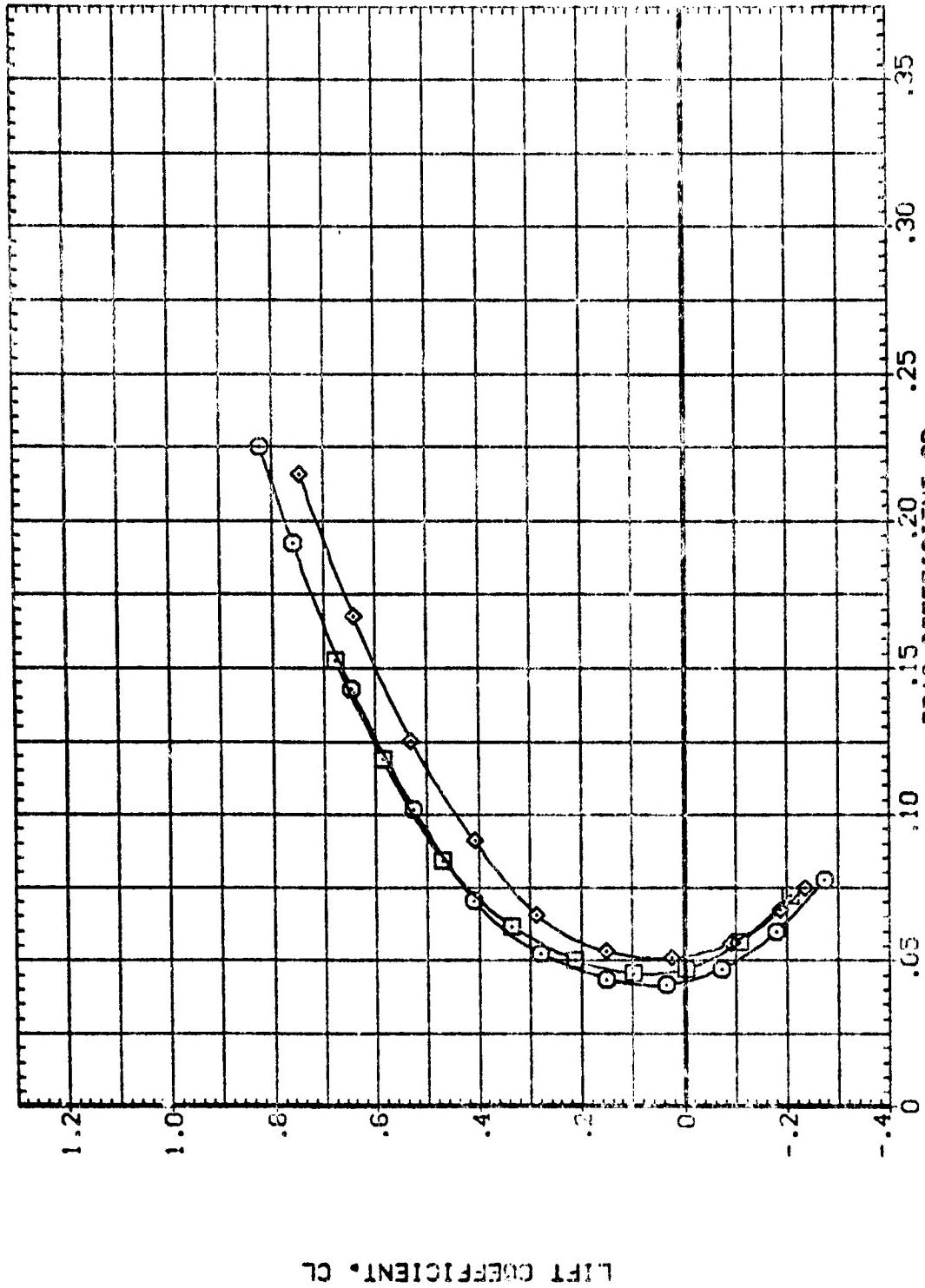
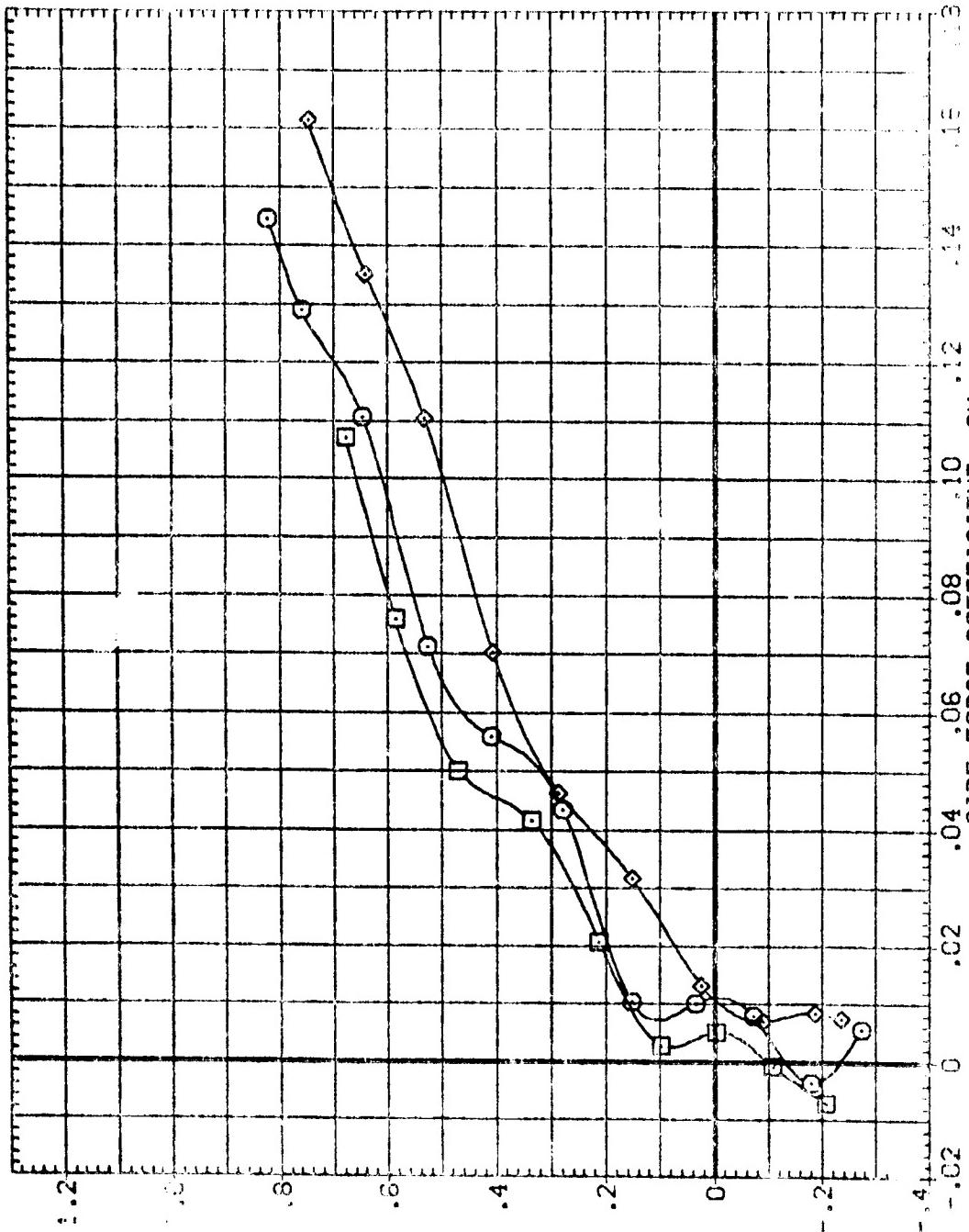


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SLEEP = 60.0 DEG.
 (6)MACH = 1.30
 PAGE 262

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(2A0115)	VS 82 T
(2A0124)	VS 82 T
(2A0125)	VS 82 T

AIL-L AIL-R HORIZT
.000 .000 .000
.000 .000 -2.500
.000 .000 -5.000



LIFT COEFFICIENT. CL

FIG. 5 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECTION SHEET NO. 113.
MACH = 1.30
PAGE 553

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (ZAD115) VS 82 1
 (ZAD124) VS 82 1
 (ZAD123) VS 82 1

AIR-L	AIR-R	HORIZ
.000	.000	.000
.000	.000	.500
.000	.000	-5.000

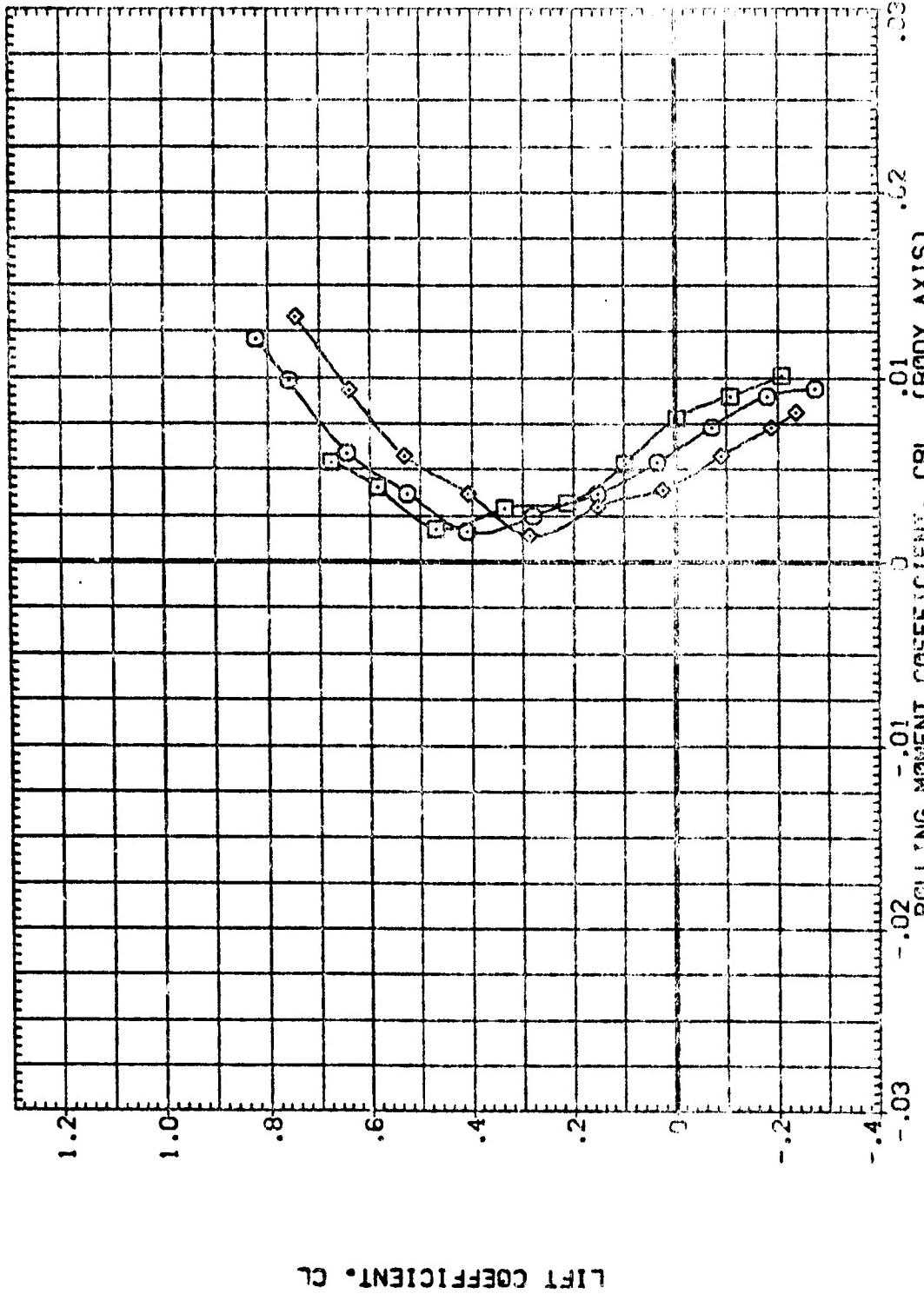
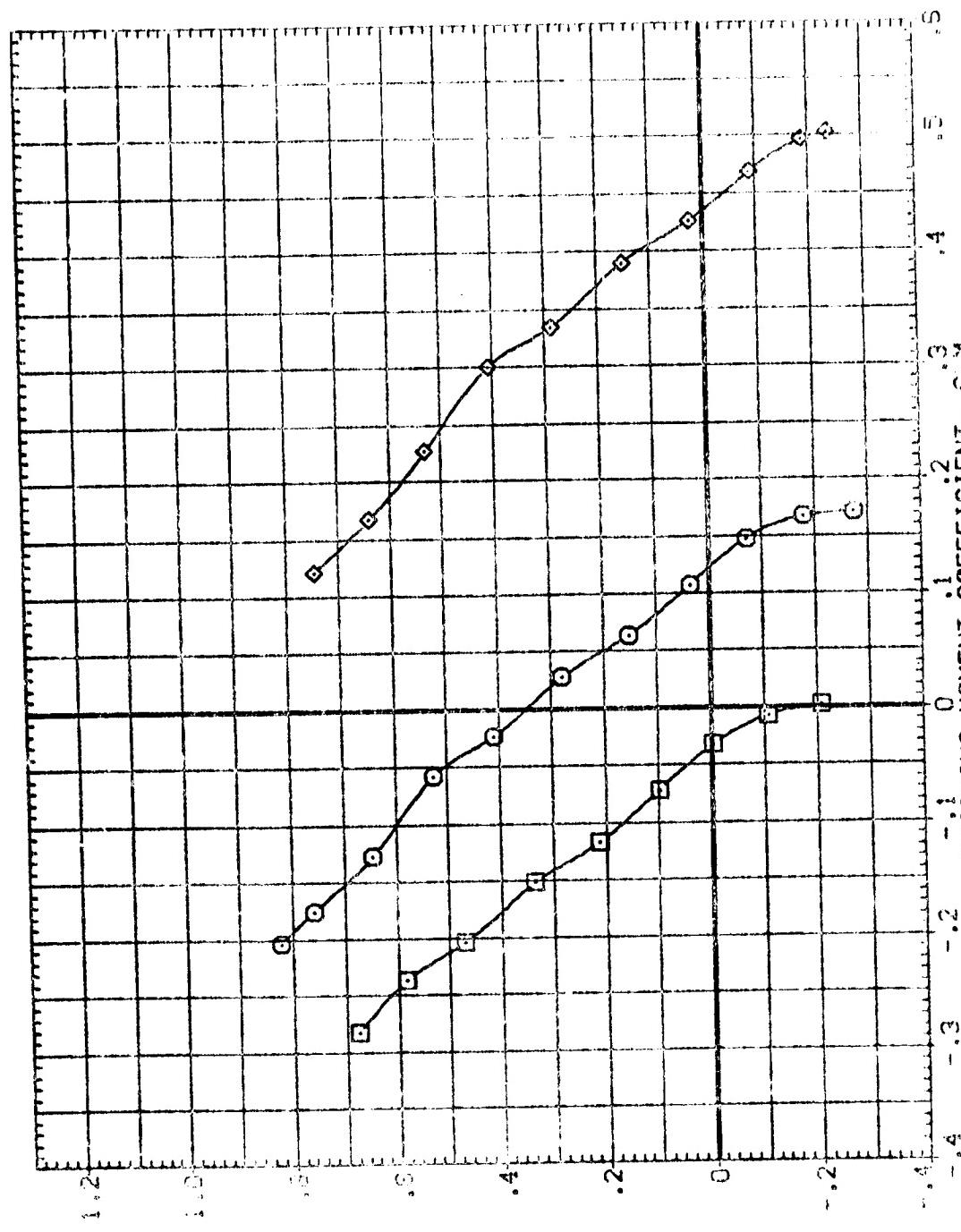


FIG. 6 AER. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =30.0 DEG.
 $(\delta)MACH = 1.30$

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(1)	VS 82 T
(2)	VS 82 F
(3)	VS 82 S

AIL-L AIL-R HORZT
.000 .000 2.500
.000 .000 -5.000
.000 .000



LIFT COEFFICIENT, CL

FIG. 3 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SLEEP = 2.000,
MACH = 1.00 PAGE 108

DATA SET INDEX CONFIGURATION DESCRIPTION
 (230115) VS B2 T
 (230124) VS B2 T
 (230125) VS B2 T

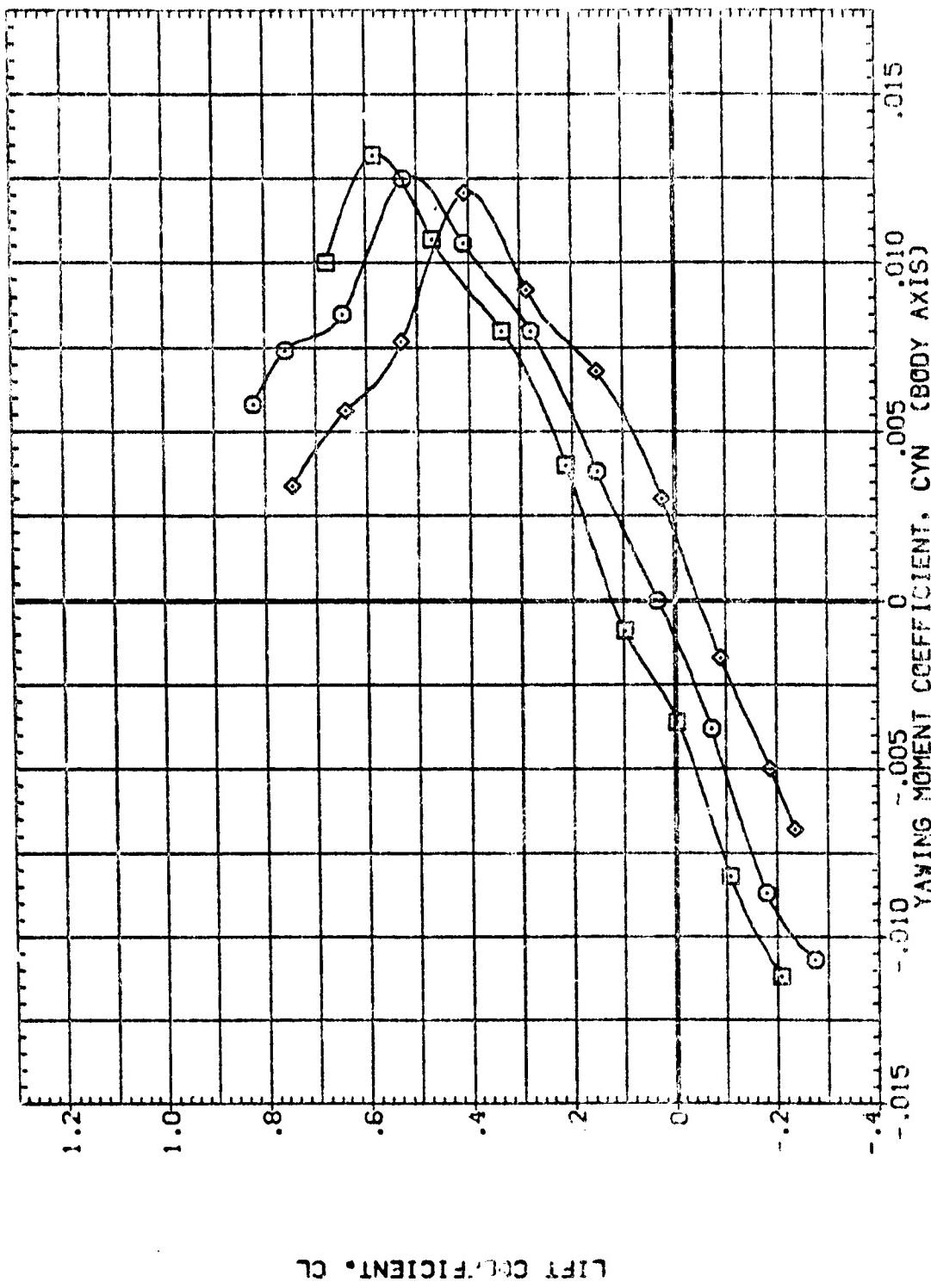


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SLEEP = 60.0 SEC,
 (GOMACH = 1.30
 PAGE 266

DATA SET / SWEET
 CONFIGURATION DESCRIPTION
 12A013 15 82 1
 12B033 15 82 1
 12C035 15 82 1

	AIL-L	AIL-R	HORIZT
12A013	.000	.000	.000
12B033	.000	.000	2.500
12C035	.000	.000	-5.000

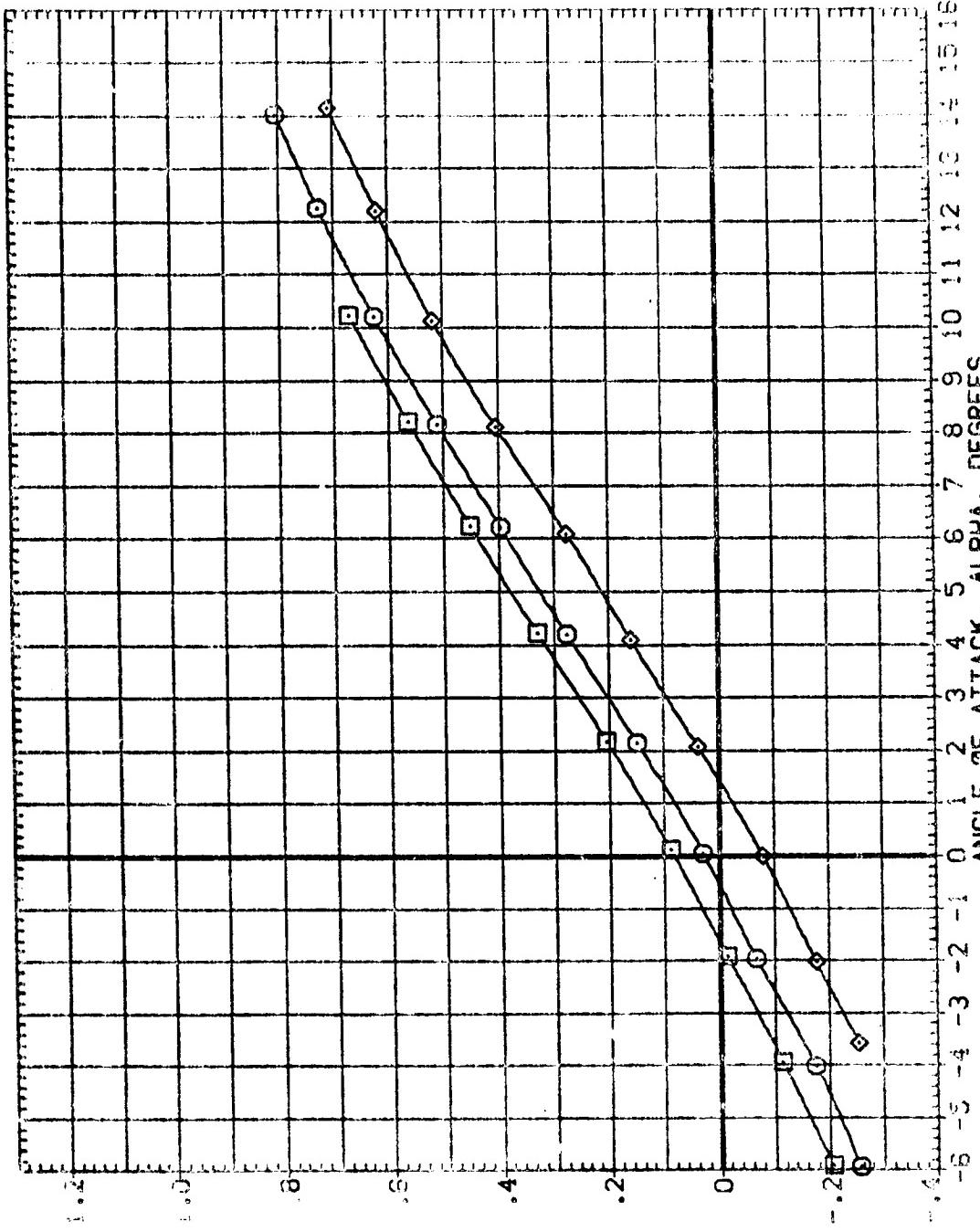


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 0°, C. SEC.
 MACH = 1.40
 PAGE 267

1.2
1.0
0.8
0.6
0.4
0.2
0

ALTL.
.000
.000
.000
.000
.000
.000
.000

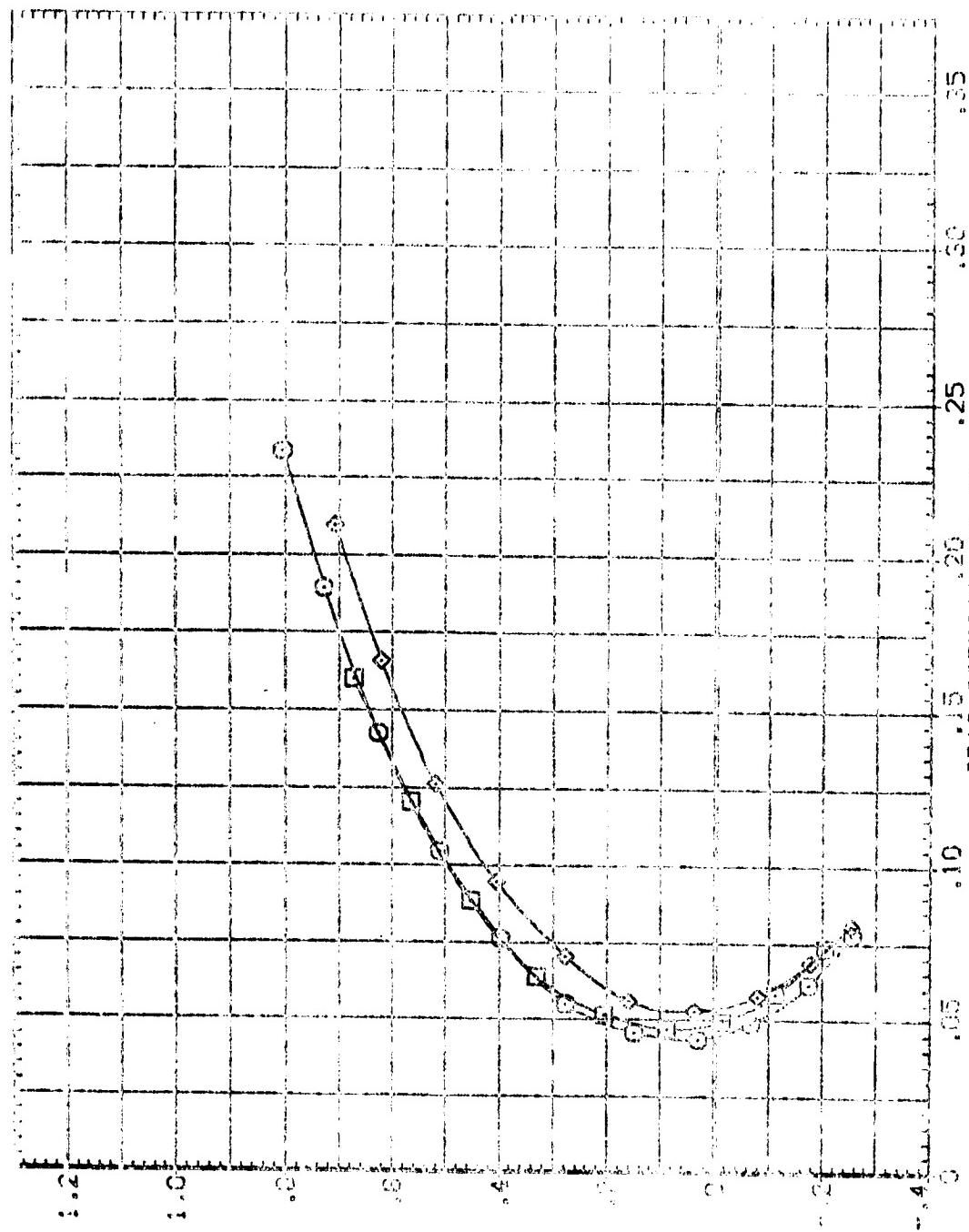


FIG. 6. ZERO CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., STEP = 0.0 15°,
C_D MACH = 1.40

PAGE 288

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (ZAG115) A VS B2 T
 (ZAG124) S VS B2 T
 (ZAG125) D VE B2 T

	AIL-L	AIL-R	HORIZT
.000	.000	.000	
.000	.000	2.500	
.000	.000	-5.000	

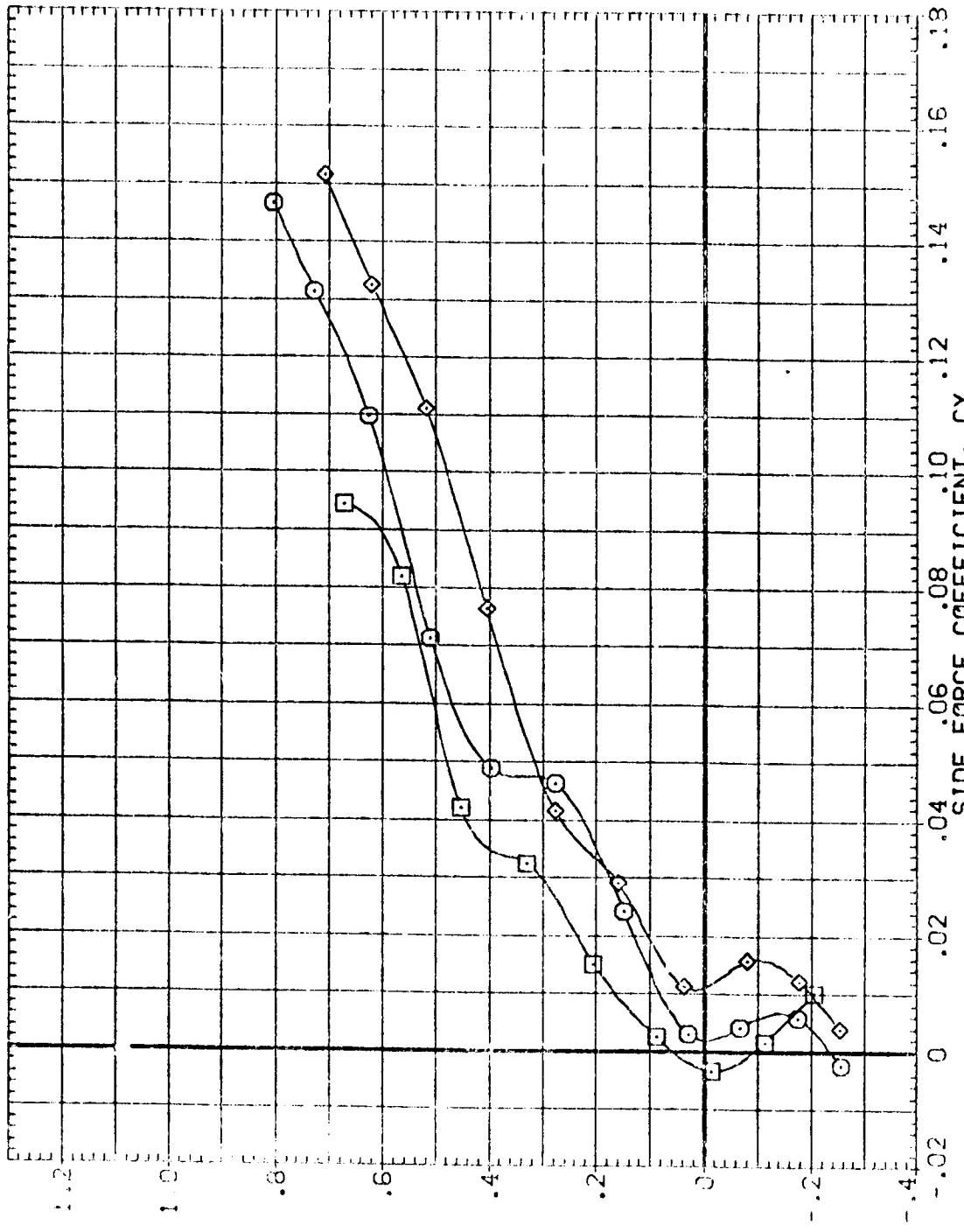


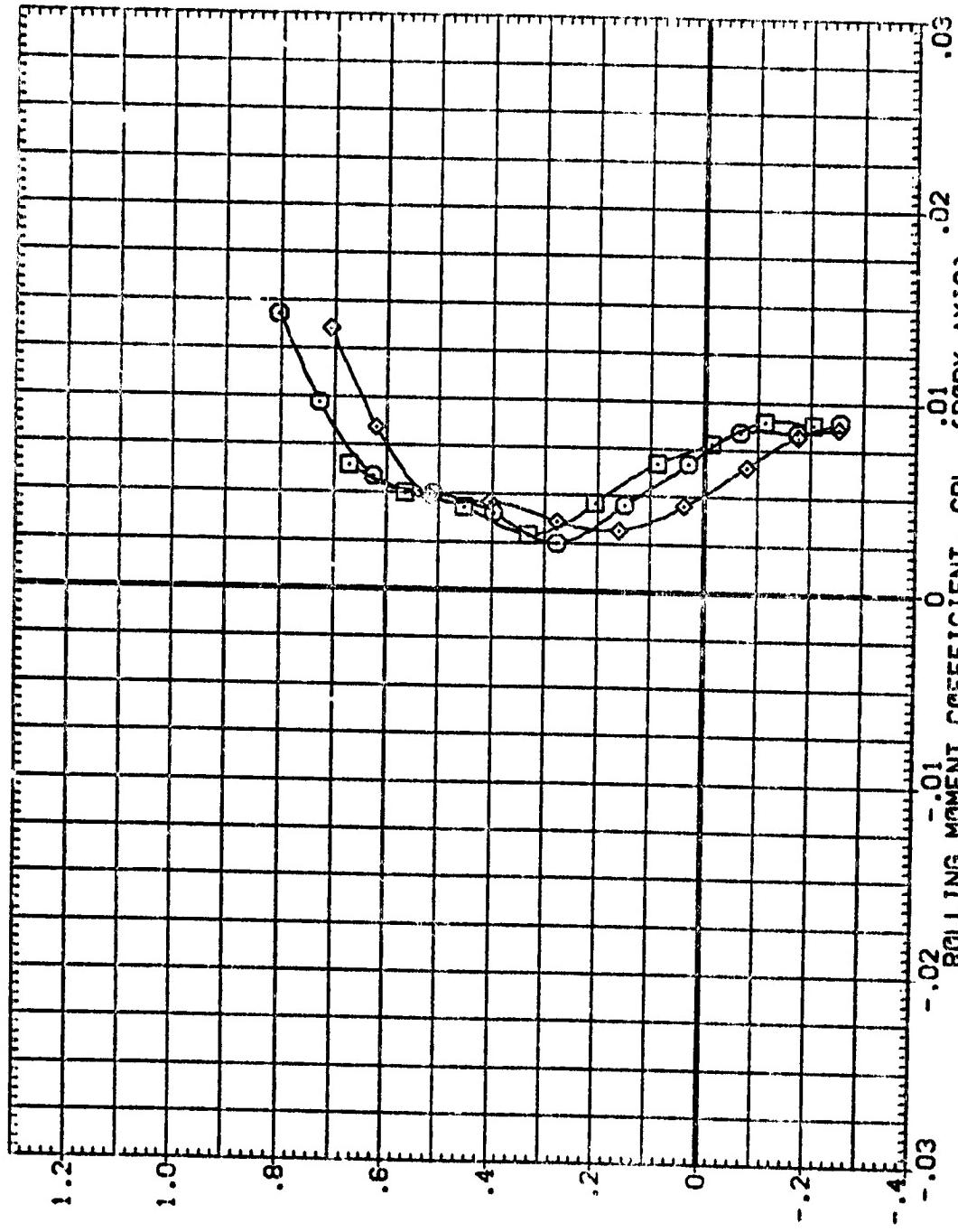
FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEEP =60.0 DEG.

CH2MACH = 1.40

PAGE 263

DATA SET SYMBOL CONFIGURATION DESCRIPTION
 (ZAG115) V5 B2 T
 (ZAG125) D V5 B2 T
 (ZAG125) O V5 B2 T

AIL-L	AIL-R	HORIZT
.000	.000	.000
.000	.000	2.500
.000	.000	-5.000



LIFT COEFFICIENT. CL

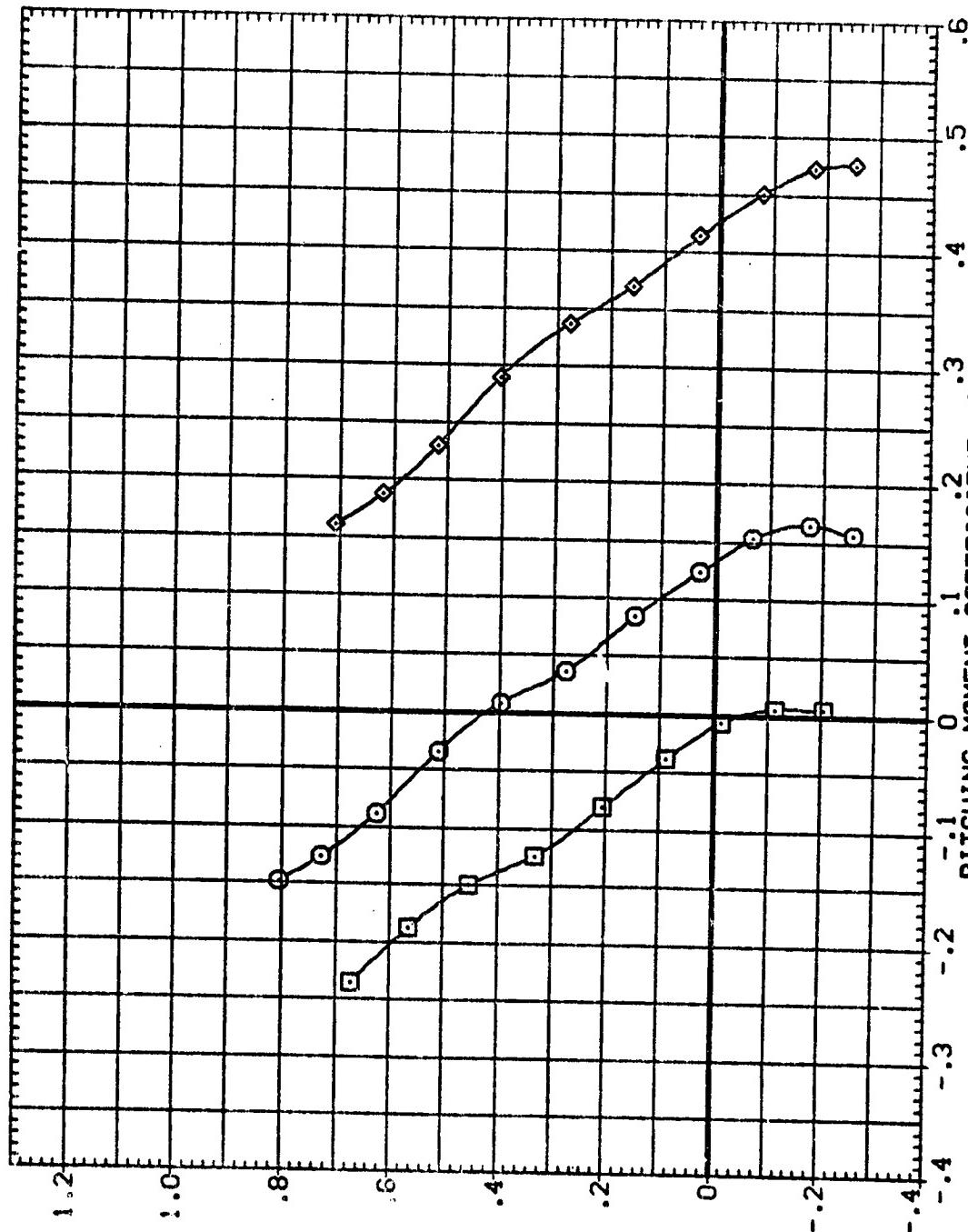
FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SWEET = 60.0 DEG,
 CHMACH = 1.40

PAGE 270

DATA SET SYMBOL CONFIGURATION DESCRIPTION

(29115)		V5 B2 T
(29124)		V5 B2 T
(29125)		V5 B2 T

	AIL-L	AIL-R	HORIZT
(29115)	.000	.600	.000
(29124)	.000	.000	2.500
(29125)	.000	.000	-5.000



LIFT COEFFICIENT, CL

FIG. 6 AERO. CHARACTERISTICS IN PITCH. EFFECT OF TAIL DEFLECT., SWEEP =60.0 DEG.
MACH = 1.40

DATA SET SYMBOL CONFIGURATION DESCRIPTION
(240115) 8 VS 82 T
(240124) 8 VS 82 T
(240125) 8 VS 82 T

AIR-L-T AIR-L-R HORIZI
.000 .000 .500
.000 .000 2.500
.000 .000 -5.000

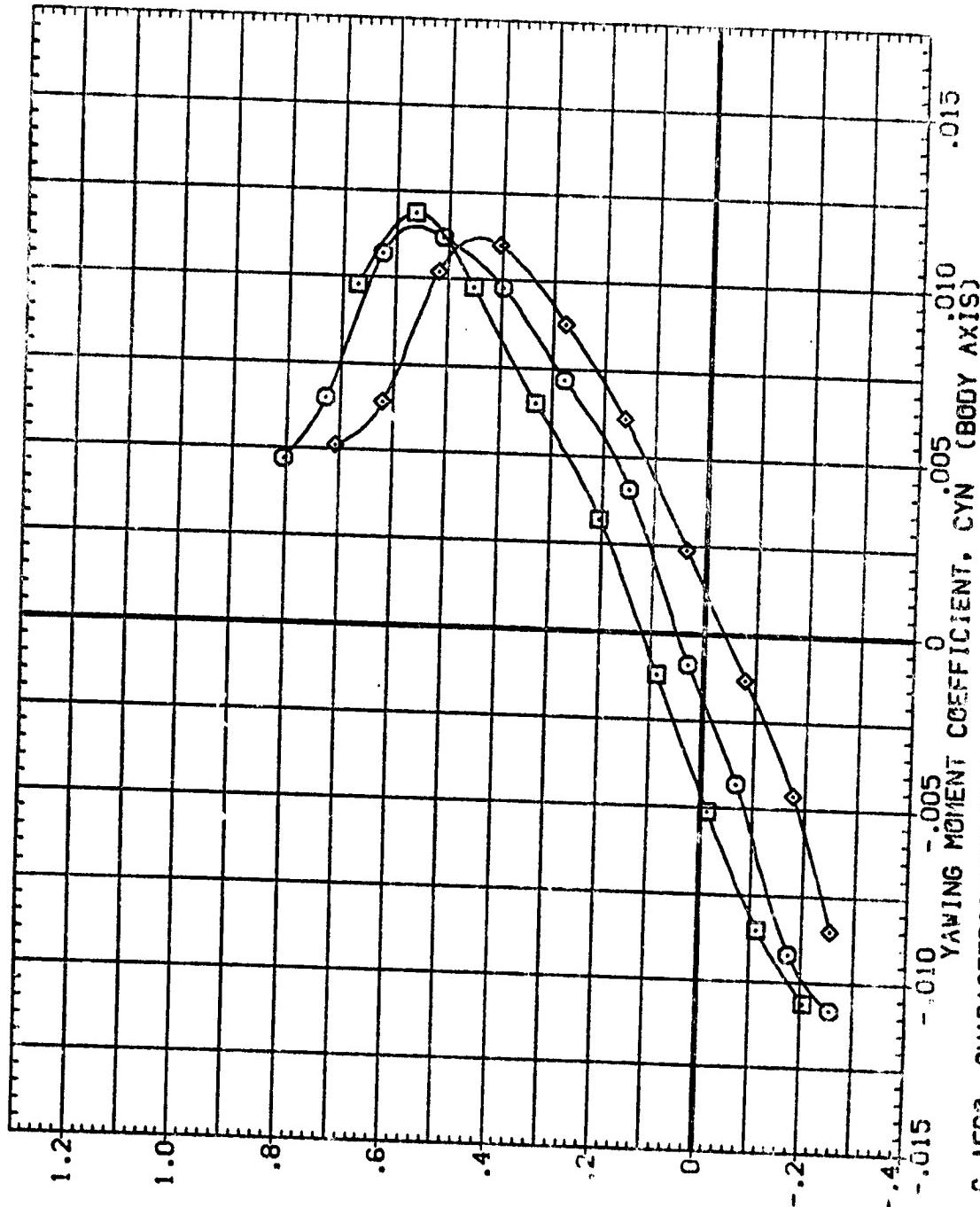


FIG. 6 AERO. CHARACTERISTICS IN PITCH, EFFECT OF TAIL DEFLECT., SHEP = 0.0 DEG.
CHOMACH = 1.40